

THE BRITISH DIAMOND

April 30th, 2026

The engine room of John Hohman's 1966 Sunbeam Tiger





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Editor's Notes

Hello Everyone,

I hope you enjoy this month's British Diamond. We've now covered all the engines and the most popular cars. What's next?

Let's move away from engines and explore some more cars. Next edition's featured marques will be cars not built in huge factories but in more intimate surroundings. I'm thinking Lotus and Caterham, Marcos, Morgan, TVR and the like. There were some interesting 'kit' cars like the NG (a T series lookalike on an MGB chassis) too, and some pretty sexy looking sportscars.

If you have any knowledge or experience of any of these an article and some pictures would be welcome.

Trevor The Editor (trevormees@outlook.com)

Presidential Ramblings

With May upon us, it is time for our first Club Show of the year. One of the privileges of serving as President is watching our members take the lead and do an amazing job of organizing these events. I would like to extend a huge thank you to the members of the Southern Chapter for their hard work in preparing and presenting this show. With over 100 cars registered, I am looking forward to a great start to the season.

I have never considered my Elan to be a show car; it is very much a driver. A closer look makes it clear that it is somewhat rough around the edges—perhaps not unlike how it left the factory. For me, much of the enjoyment of club shows comes not only from the event itself, but from the drive to and from the show, as well as the opportunity to meet fellow members and admire their cars. Quite often, the true appeal is not the show-quality finish of a car, but the story behind it.

Recently, I had the opportunity to drive another club member's car. I will not name the owner here, but they greatly downplayed the quality of what they described as an "older restoration." I must admit, I was initially devastated. I truly thought I had my Elan running very well, aside from the squeaks or rattles. However, that "older restoration" set a very high bar. The steering was tight—much like mine—the brakes were firm, and the gearchange precise, again much like mine. Yet the overall experience was on another level. The car felt completely unified and a genuine pleasure to drive. Once I moved past my initial disappointment at how much work I still have ahead with my Elan, the experience gave me a new target. While I doubt I will ever fully achieve that level—lightweight fiberglass cars will always squeak and rattle—it has certainly inspired me. That said, I am pleased to report that I did finally fix the horn pencil squeak.

Finally, a brief note of housekeeping. We still have several members who have not yet renewed their membership for this year. If you are unsure of your status, please feel free to email me and I will be happy to check for you. If you know your membership has not been renewed, we now offer a convenient new renewal option on the website. Simply click the membership link on either the left side or the bottom of the homepage to renew and pay online, or you may print the form and mail a check. And, for those who prefer the traditional approach, you can also renew in person with me at the Lewes show.

Alan and Fiona



31st Annual

“British are Coming...

Again” Car Show

THIS TIME WE INVITED THEM!

Lewes Ferry Terminal

May 2, 2026 • 11AM – 3PM

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

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Events



The MG Car Clubs from Ottawa and Toronto invite you to
MG103Fest.

Join us for a weekend of fun and camaraderie in scenic Gananoque.
Gananoque is located in the Thousand Islands near the US border.
This weekend gathering of MGs is open to all enthusiasts.

Friday Saturday Sunday

Tailgate Pizza Party Group Scenic Tour MG Car Show
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tinyurl.com/mg103fest

AUGUST 14-16, 2026



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Registration opens
year-end 2025



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
Waterfront Cocktail Reception 6:00-7:30pm

June 7th 2026

SHOW DAY 10:00 AM – 3:30 PM (Rain or Shine)

Hosted By: The Kent Island Yacht Club
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Presented By

Something Old - early 90's

Carlisle Import Car Show scheduled for May 13-15

The British Car Club would like to remind its members that the Carlisle Import Car Show will be held May 13-15 from 7 a.m. til dark. A drag race will be held Friday night.



British Car Club member John Holton and his venerable Austin Healy 3000 at the last club meeting.

Admission is \$4 and camping is \$20 per night.

A rally followed by a drive in movie will be held Saturday evening.

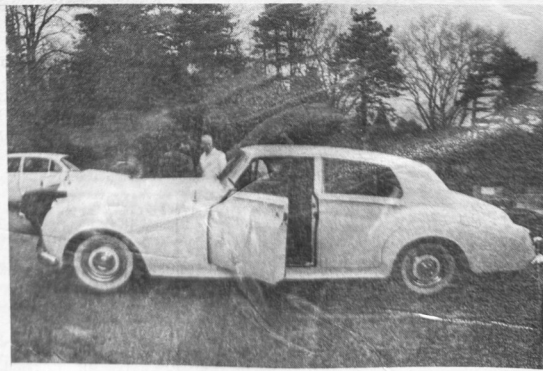
There will be over 1,000 stalls offering cars, parts and paraphernalia.

A group will meet May 14 at 8 a.m. at the Hockessin Inn. Breakfast will be at 7 a.m. for anyone who is interested in socializing before the trip.

The British Car Club will meet May 16, June 27, July 18, August 22, September 12, October 17 and November 21. These dates are subject to change, however.

The British Car Club will also participate in Lantana Square Merchant Association's annual Spring Festival June 18.

To learn more about the British Car Club call Mike Hollick at 239-4644.



One of the Rolls on display at last car club meeting.

Something New - 2026

Cars At The Ferry

Jim Gibby

Any and all cars are welcome at the Lewes Ferry Terminal parking lot on the second Tuesday of the month at 5 PM.

The first one this season is April 14.

Followed by

May 12

June 9

July 14

Aug 11

Sep 8

Oct 13

Automotive

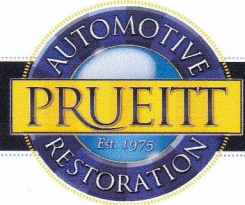


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In The Beginning

By Mike Salino

A deserted country road high up the side of a small but rocky mountain. It's midsummer and the temperature is about 60 degrees because it's 1 in the morning and we're 1000ft up a mountain in Northern England. The air is dry, crystal clear and nearly still. Unseen, thousands of feet above, thick clouds block out any light from the moon and stars. It's pitch black and totally silent apart from faint rustlings around us which could be wild animals going about their business.

The road is a narrow strip of tarmac maybe 10 ft wide with no markings and undefined edges. On one side the mountain rises up at 45-degree angle and disappears out of sight. On the other it falls away in the same way and when we arrived, we could see deep into the valley below but that has now disappeared as dusk fully completed its slow transition to the short night to come.

In one direction the road runs mostly straight and slightly downhill 100 yards back towards a bend to the right that takes it behind the mountain side. In the other direction it continues 50 yards to an unmarked tee junction facing a wall of solid rock.

There's a small flat grass area carved out of the rock on "up" side of the mountain. Parked in it, nicely off the tarmac is a 1950 "jelly mold" Morris Oxford. It's the one that looks a Morris Minor on Steroids. Three Juvenile Delinquents are killing time enjoying a smoke and a beer in atmosphere of barely contained excitement in the knowledge that they are on a secret mission which is going to need a good explanation and some parental understanding when they get home.

Fifty yards back down the road a small black on white sign proclaims a single luminescent word. CONTROL

It's a Saturday Night in June of 1964 and 19-year-old me and my crew are high up in the English Lake district about to be Marshals on our first major Road Rally. We are manned control 13 and we know we're in the right



Morris Oxford

place because a few minutes ago, the chief marshal pulled up briefly, flashed us brief smile and thumbs up and disappeared to the left at the tee junction, now we know where they're going when they leave us.

The Lake District consists of about 1000 sq miles of old rugged mountains and at least 16 good sized lakes. It's a national park and the land is unsuited to agriculture and the countryside is mostly uninhabited. It's generally regarded as the most beautiful place in England and by day welcomes thousands of visitors who enjoy walking, cycling, camping and other fine outdoor activities the crew had no interest in.

When night fell you needed to be safely inside your tent or in the car on the way home, because the weather can turn brutal in a heartbeat even in the summer, and there no street lights and little reliable signage to guide you to safety.

There's an extensive network of narrow unmarked metaled roads like the one we're on. They rarely run straight or flat for more than a few yards and the sharp turns, steep hills and unpredictability make them some of the most challenging drivers' roads anywhere. Interlaced with these are dozens of unmarked tracks and pathways many of which would be impassable to normal mortals. These are the infamous "white roads" that appear on the beautifully created, meticulously detailed Ordnance Survey 1 inch to 1 mile paper maps which are the currency of the rally community, in the Petrol Head Paradise that appears when night falls. There are no people, no police and no one who can say "you can't do that"

In The Beginning - cont.

Back on the mountain the crew is getting ready. The Morris is my car so I'm technically in charge. My number 2 is Peter and we're working on a plan to get in on the action. Bert is there to keep us loose and make sure the beer keeps flowing.

A shout goes up, "they're coming". We focus our eyes down the valley and sure enough we begin to see occasional flashes of powerful lights still far away. First one and then another and another.

After a few minutes we suddenly hear the first one. Not faintly but quite clearly in the silence. It's the unmistakably beautiful song of one of new Mini Coopers being thrashed within an inch of its life. It is clearly on a challenging piece of road. It seems like it's mostly second gear, then heavy braking to a standstill. First then second then third. They're probably doing 50 – 60 mph on a road mortals would traverse around 20.

Now we can hear several songs in harmony down the valley and we can see many more lights. We can hear the Mini singing louder than the others to our right, and light is increasing rapidly from behind the mountain.

Suddenly a wall of lights appears, and the sound intensity doubles. The mini is doing around 50 in third gear and accelerating hard when the driver spots our torches and our little sign. Instantly the lights go out to reveal the red mini behind its dipped headlights. He brakes hard to bring the car to a stop exactly where I'm standing at the side of the road. A clipboard appears through the open rear half of the sliding window. A deadpan voice from the passenger seat calls a time while showing me a large pocket watch in a sealed glass case. I nervously confirm the time on the watch is what I've just been told, and that it's the same in the box on the scoresheet. A finger points at the place I am to write my secret code to confirm all is well. In this case it's the letter Y.

It's the first time I've done this and it's taking several seconds. There's tangible irritation from inside the car. The lights are back on and the throttle is being blipped aggressively. The instant my pen leaves the paper he drops the clutch and there's some minor



Vauxhall Velox

wheelspin while 55 bhp attempts to turn ten-inch wheels. I get a glimpse of tiny disc brakes glowing ruby red and whiff of something very hot. They make it all the way to the tee in first gear, a handbrake turn to the left without breaking stride and they're gone.

I step back with a huge grin on my face. Peter and Bert are standing behind me also grinning and we share a thumbs up. Almost exactly a minute after car 1 left number 2 comes around the mountain, and the process repeats. The first nine or ten cars are the "Experts", the experienced teams with financial backing, who know what they're doing and are good enough to be winners. We take it in turns to deliver the secret code and grow a little more confident. On one occasion I dropped by pen which did go down well inside the car.

The cars are what passed for performance saloons (sedans) in 1964. This basically means the biggest engine in the smallest body possible. Mostly Minis, Ford Anglias, a Sunbeam Rapier and at least one Hillman Imp. Cars must have a fixed roof so no MGBs or TR3s. In any case limited ground clearance is not an advantage. None are powerful or fast, but they are agile, look cool and are driven by lunatics.

After the Experts go by the arrivals get a little less predictable. There are likely at least 60 cars on the road, maybe more. Cars are seeded by experience with Experts starting first then Gifted Amateurs, followed by Wanabees, Novices all the way down to Virgins. It is likely when the last cars arrive at the final control, the winners will be long gone with their trophies on possibly a long drive back to Manchester, Glasgow or beyond. Many will abandon the race due to exhaustion, mechanical failure or accident or simply get so lost it becomes impossible to get back on the route.

As the night wears on the whole thing becomes more relaxed. Sometimes several cars will arrive together obviously following the one in front because they believe he knows where the route goes. A very dangerous strategy. As they leave many will pause at the tee junction while the navigators decide where to go next. Several make the wrong decision and turn right.

In The Beginning - cont.

The atmosphere inside the cars is more relaxed. Often there's a pleasant greeting and the comment on how things are going. We now feel we are the ones in charge and it feels good.

The cars also get more diverse and sometime quite inappropriate. A Vauxhall Velox (big American style 6-seater with soggy suspension and a weeny 6 cylinder). A "sit up and beg" Ford Popular (It was higher than it was wide, powered by an ancient flathead 4 cylinder and a maximum speed of 60 after a very long flat wind up). I believe there was also a Transit van near the end.

After about 2 hours the closing marshal arrived. He picked up our little sign, and then pulled alongside. We gather around the open passenger window and from the driver's seat we hear words to the effect of, "you guys are closed, you can go home" and he was gone.

We climb into the Morris and I fire up the motor. Peter and I look at each other and say together "we got to do this". Bert who has done much of the heavy lifting on the beer consumption front, slumps over in the back seat and passes out. We think he had a good night too.



Ford Popular

This is first of a series of stories that's been in my head to write for several years under the collective title of CONFESSIONS OF A FRUSTRATED RALLY DRIVER.

The story is true based on the facts as I remember them. However, the events of that Saturday night were more than 60 years ago and my memory while still excellent, ain't that good, so what you just read is what lives in my mind as one of those rare events one never really forgets.

I hope you have enjoyed reading it and found something amusing or informative that made you feel the time you spent reading worthwhile and that you'd like to hear more.

Regardless there will be more because this is something I really enjoyed doing and it brings back memories of one of the most fun things in my life.



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Featured Cars

Engines 1250-2000cc

The Classic Era 1250-2000 cc's.

By Dave Back

The British motorcar industry was driven by manufacturers post WWII to pay back the war debt, using machinery that had served well during the war effort, but had been used by experienced machinist who often improvised to keep the machinery functional using improvised techniques. As these specialists retired from the British manufacturing industry, the quality control at times suffered and the manufacturers and the British government had a rather frugal approach to improved technology.

Additionally, the government taxed automotive engines based on their cylinder bore size, rather than total displacement and that is why most engines were undersquare, having the bore size smaller than the engine's stroke. This handicapped engine designers as the reciprocating mass of an undersquare engine did not allow for making power at higher engine speeds.

Many of the vehicles produced used another manufacturer's engines, such as Donald Healey using Austin engines, or AC Bristol caught off guard when BMW decided to no longer provide engines leading Carroll Shelby providing the thin-walled Ford 289 engine.



The 1954 Arnolt-Bristol Roadster is a very lightweight and aerodynamic high-performance sports car developed by a Chicago based car dealer/enthusiast Stanley Arnolt. Using a Bristol 404 chassis a BMW licensed 2.0L straight-6 hemi and an aerodynamic body handcrafted in Italy by Bertone, designed by Franco Scaglione. https://www.carrozzeri-italiani.com/franco-scaglione-designer/#google_vignette From the Bristol factory in England they shipped the chassis to Bertone in Italy where the bodies were fitted, then transported to Wausau, Indiana where the interiors were installed, and finally sent to Chicago where Arnolt completed

the final assembly.

Stanley Arnolt, also known as Stanley "Wacky" Arnolt originally planned to work with MG to create the Arnolt-MG, but MG decided pull out of any agreement, and Arnolt ceased to be a MG dealer after WWII. As an enterprising American entrepreneur, he made his money when he secured the rights to a marine engine that was sold to the US government during its wartime efforts. Stanley Arnolt passed away in 1963, which was also the last year an Arnolt-Bristol was sold.

Along with great motorsports success, the Austin-Healey's, MG Midget, MGA, MGB, Triumphs, Mini Cooper, Lotus Elan and Super 7 were dominate in the 1250- 2,000cc classes. Within this displacement there were British passenger cars offered, though not popular, the Morris Marina, the Ford Cortina, the Triumph Herald and the MG Magnette.



Donohue won a SCCA national championship in an Elva Courier in 1961, made in England and powered by a MGA 1500cc Engine





British roots, the Mini Cooper



The MG T Series



The Hillman



The early Triumph TR3



The MGA



The beautiful MGB GT



The MGB



The Austin-Healey Sprite and MG Midget finally received a 1275cc engine and later the MG variant was fitted with a Triumph 1500cc engine



The Lotus Elan gave small bore American machines plenty of competition



The nimble and lightweight Lotus 7



The Jensen-Healey



The GT6 Triumph, produced to take on the MGB



The MGA had a 1500cc engine and later a 1600cc engine

Doug Owen's 1979 Triumph Spitfire

I've made a few improvements to my little Spitfire this winter. Including new bumpers and the proper tyres. I installed new seat belts and arm rest.



How did a LOTUS engine end up in the Jensen Healey

Bob Wall

The Jensen-Healey entered production in 1972. 10,503 were delivered from 1972-75; 7,709 of those sold in USA (\$4795). I purchased my 1973 Jensen-Healey Mk II Aug 2nd, 1999 for \$4000 and it continues to be reliable and loads of fun. Here's a bit of background on its power plant.

Lotus Engine Development

Two years after launching the Lotus-Ford Twin Cam for the 1962 Lotus Elan, Lotus began planning for a new engine to support an ambitious new model programme. In 1966, Lotus decided that the new Lotus powerplant would be a 150bhp, two-litre, four-valves per cylinder design developed, under the guidance of Steve Sanville, head of Lotus' powertrain development. Lotus' decision to go ahead and produce its own engine — thereby freeing itself of its dependence on Ford — coincided with Coventry Climax withdrawal from motor racing allowing Lotus founder Colin Chapman to quickly snap up one of their leading engineers, Ron Burr, who had worked on the four-valve-per-cylinder Coventry Climax FWMV racing engine and the aborted flat-I 6 FI engine.

Lotus had given some thought to producing a BRM-designed 24-valve V6, but this was discarded when it became apparent that a 120-degree engine would have been too wide for the traditional Lotus chassis and a 60-degree design too high for the low-profile bonnets Lotus-founder Colin Chapman envisaged. Lotus settled on a two-litre, 24-valve slant-four — mounted at 45 degrees — *which could be doubled up to a 4.2-litre V8 for possible use at Indianapolis and as a road-going engine*. As the engine was intended for both road and competition, it embodied the latest technology; aluminium block and head with removable wet cylinder liners, twin belt-driven overhead camshafts, an oversquare (95.25mm x 69.85mm) bore & stroke and target output of 150Bhp.

When first conceived, the new slant four was supposed to be the basis of an entire family of Lotus competition and road engines: Type 904: 2-litre iron block race engine. Type 905: 2-litre iron block road engine. Type 906: 2-litre sand-cast alloy block race engine. **Type 907: 2-litre die-cast alloy block road engine.** Type 908: 4-litre V8 alloy block race engine. Type 909: 4-litre V8 alloy block road engine.

Lotus invested £550,000 in machine tooling for the new engine and desperately needed to recoup that money, but with its new model programme still in the distance, and the Europa and Elan too small for the new power unit, it would be nearly two years before the Type 907 engine appeared in a production car and, even then, it wouldn't be a Lotus.

Birth of the Jensen-Healey

When the BMC and Leyland empires merged under the leadership of Sir Donald Stokes there were casualties, one of the most famous being the big Austin-Healey 3000 sports car.

Determined to continue the Healey heritage Donald Healey and his son, Geoffrey, proposed to Californian entrepreneur and former Healey dealer, Kjell Qvale that they should team up and produce a new Healey sports car.



My 2012 Engine Rebuild



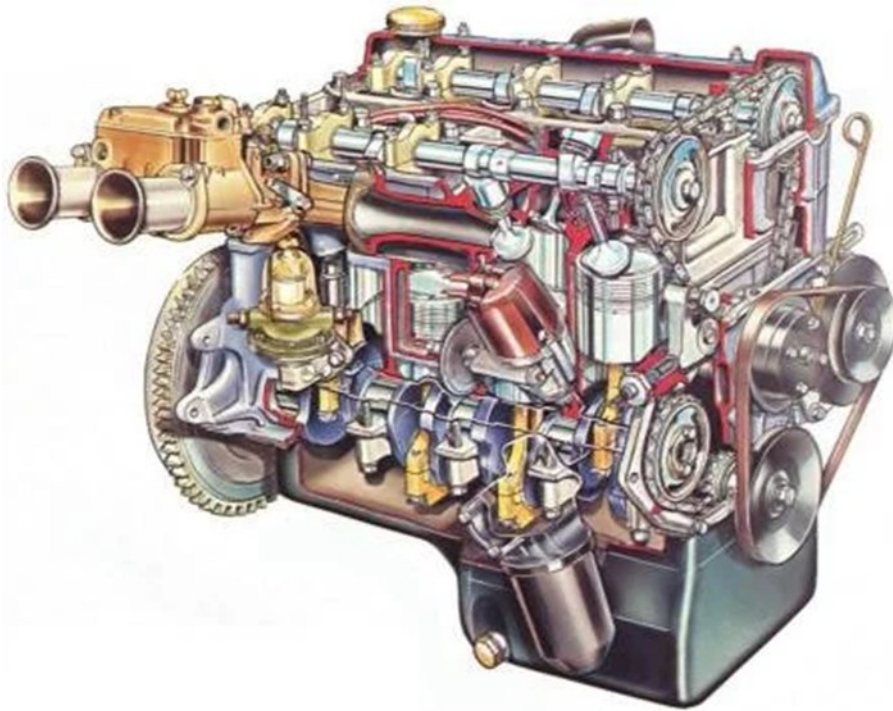
New Cylinder Liners, Pistons, Valves

John Hohman - 1961 Morgan Pus 4 (1991cc inline 4)



The Twink (Lotus Twin Cam)

The Lotus Twin Cam made its official debut at the Earls Court Motor Show in October 1962. Lotus founder Colin Chapman needed a less expensive engine than the custom-built, all-aluminium Coventry Climax unit used in the Elite for the forthcoming Elan.



Chapman's initial concept was to use the 997 cc Ford Kent engine as the basis for the new powerplant; he believed that starting with a high-volume production engine would keep costs down. He commissioned engine designer Harry Mundy (of BRM V16 fame) to develop it. Mundy had previously been working on a new DOHC cylinder head for the Facel Facellia, a project that ended when Facel ran into financial trouble. For Lotus, Mundy's design paired an aluminium cylinder head with an aluminium front cover and rear backplate assembly that housed the water pump and the camshaft drive chain.

Reflecting Chapman's well-known obsession with saving weight—he often pushed lightweight design to extremes—the water pump used the engine's front cover as its housing. That approach reduced parts count, but it also made water-pump replacement difficult: the engine typically had to be removed from the car. The intake manifold was cast as an integral part of the cylinder head, which meant that later heads designed for Stromberg carburetors were not interchangeable with those for Weber or Dell'Orto carburetors. These features were unusual at the time, and few later designs followed the same approach.

Another notable feature was the retention of the original camshaft as an intermediate (jack) shaft, which drove the DOHC cam sprockets via a front-mounted, single long timing chain. This layout also kept the side-mounted distributor, the nearby external oil pump and filter assembly, and the mechanical fuel pump in their original positions—requiring only minimal modifications to the mass-produced cast-iron block.



The first Lotus Twin Cam engine was fired up on a test bench on October 10, 1961. During testing it broke its crankshaft, a failure blamed on the three-main-bearing block. Development then moved to the larger 1,339 cc Kent block, still using a three-main-bearing crankshaft, until the five-main-bearing 1,498 cc Kent engine was announced in May 1962. That version formed the first production run of 50 engines.

The first test vehicle to receive a Lotus Twin Cam was a left-hand-drive Ford Anglia (later famous as the “flying car” in the Harry Potter films). One story has it that Jim Clark, driving the car home to Scotland from Goodwood, overtook a Jaguar at well over 100 mph.

Of the 50 initial Lotus Twin Cam engines, only 22 were installed in the Elan; the remainder were used as test mules or for racing. Before long, displacement was increased to 1,557.46 cc. This version is commonly referred to as either 1557 or 1558 cc and was used in production vehicles from 1962 until 1975.

In the early years of production, Lotus blocks were selected from the standard production line based on having the thickest cylinder walls and were identified by an “A” stamped into the timing cover mating face. Later, blocks were specially cast specifically for twin-cam use and marked with an “L” cast into the block beneath the right-side engine mount. In 1967, Ford acquired the rights to the design, and the engine was subsequently renamed the Lotus-Ford Twin Cam. Across its various versions and states of tune, approximately 34,000 engines were produced in total.



The engine's state of tune was often identified by the colour of its cam cover. The original standard versions—producing 100 bhp (1498 cc) or 105 bhp (1557 cc)—featured a hammertone blue finish, while the upgraded 115 bhp Special Equipment (S/E) version was distinguished by a hammertone green cover; both carried polished LOTUS lettering. When Weber carburetors were replaced by Stromberg units, the cam cover finishes changed to matt black and red crackle. The 126 bhp Big Valve version was fitted with a distinctive fluted, reinforced cam cover, finished in crackle black for the Federal specification and crackle red for the European model.

The “Twink” was, and continues to be, successfully used in a wide range of motorsport disciplines, from Touring Saloon racing and rallying to Formula One. Its sole Formula One appearance came at the 1964 British Grand Prix, where it was entered in a Cooper T71/73. Notably, two members of the original Lotus design team behind the engine—Keith Duckworth and Mike Costin—later went on to found Cosworth, where they developed the Cosworth DFV, widely regarded as one of the most successful Formula One engines of all time.

The Lotus Twin Cam is a remarkably enduring engine and, even today, continues to be used successfully in rallying, hill climbing, autocross, and—most notably—historic motorsport. Indeed, some enthusiasts argue that the Twin Cam now enjoys greater popularity in competition than it did during its original production run. Support for the engine remains strong, with British firm QED Motorsport having acquired the license to officially remanufacture the Twin Cam cylinder head. As a result of continued development, a properly built road-going Lotus Twin Cam can reliably produce 140–150 bhp, while dedicated racing versions are capable of exceeding 200 bhp.

Among its many applications, the “Twink” was fitted to a wide range of road and competition vehicles throughout its production life, including the Lotus Elan from 1962 to 1974; the Lotus Cortina built by Lotus between 1963 and 1964; the Ford-manufactured Cortina-Lotus from 1964 to 1966; the Lotus 47 sports racer (using the Cosworth Mk. XIII variant) from 1966 to 1970; the Ford-built Cortina Twin Cam from 1967 to 1970; the Ford Escort Twin Cam from 1968 to 1970; the Lotus Europa Type 74 between 1972 and 1975; the Lotus Seven, in a final run of just 15 examples in 1972; and the Caterham Super Seven from 1973 to 1974.

If you're curious about the colour of the cam cover on my Elan, it's yellow—a colour never used by Lotus on the “Twink,” but a fitting reflection of not really knowing which engine specification lies beneath.

How did a LOTUS engine end up in the Jensen Healey?

By 1968 the project was well underway and Hugo Pole penned a two-seater, later modified by Bill Towns, based on Vauxhall Viva GT running gear. In 1970 Qvale bought the insolvent Jensen Motors, made Donald Healey its chairman and told Jensen's chief engineer, Kevin Beattie, to get the Jensen-Healey into production. One of the first snags they ran into was the Viva engine's lack of suitability caused by the increasingly stringent US exhaust regulations which would have sapped the Vauxhall engine of any useful power.

Despite the obvious Lotus Vauxhall link, it was Chapman who made the first approach to Qvale offering 60 engines a week, well short of Jensen's 200 cars a week production target. Undaunted at having been rejected, Chapman approached Jensen a second time when it became obvious that Lotus' new GT wasn't nearly ready. So it was that in October, 1971 Jensen announced it would be taking up to 15,000 engines a year from Lotus.

In Jensen-Healey trim, the 907 sported twin Dellortos — US cars had horizontal Zenith-Stromberg's — and produced 140Bhp. The engine was new and untested which led to engine reliability issues with the early engines due to oil collecting around the valve gear so it didn't drain back to the oil pump quickly enough. Two years of infield service resulted in a number of changes to the 907 to improve reliability.

In my experience, the mating of Lotus and Jensen was a great match! The Lotus-powered Jensen-Healey also had racing success as it became one of the few cars in SCCA history to win a championship (Sports Car Club of America (SCCA) D Production Championship) in its first year of racing (1973). Lee Mueller captured a second D Production championship in 1974.



Lotus 907 Engine back in with an extra 50HP

Food and Drink

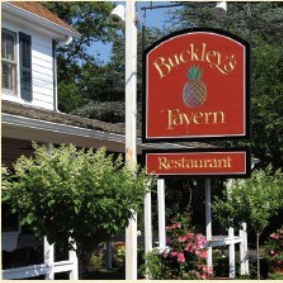



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Mike Salino

WHY WE SOLD THE JAGUAR AND BOUGHT YET ANOTHER MGB

I think it was at the June 2025 Northern group meeting, during Terry's "brag about your cars" session that I announced to the assembled company that the infamous black Jag XK was for sale and that we would be buying an MGB GT. I think I even specified it would be red, chrome bumper and have overdrive.

Some at the table may have assumed this was part of some carefully thought-out master plan. It was not. For those who might be curious and for those who asked "why on Earth?" it may of interest to explore the reasons behind the sudden switch.

First it may be useful to understand my motivation for owning a British car. It's simple. I like driving them. I have huge respect for those who lovingly restore total clunkers to their former glory. I like going to shows (mostly the driving there and back), but the best bit for me is the driving. Of course, the wonderful camaraderie of our club makes it even better.

So, you may ask, why did we sell the award winning (Diamond in the Rough) black MGB convertible. First, I will confess to buying that one cheap. It looked great from 20 feet away; it ran quite well and had both overdrive and wire wheels.

However, it had several strikes against it. First the seats were torn and really needed replaced. Also, I hadn't noticed in the short test run how noisy the back axle was. Add to that a convertible top that didn't fit properly and a rather raucous exhaust made driving any distance a challenge.

More importantly it really needed a new wiring harness. It was a real bird's nest that came nowhere near matching the official wiring diagram. Many of the original wires had been replaced by plain green ones. There were wires hanging loose everywhere and some routed in very unconventional ways.

Biggest issue for me was that the overdrive lockout switch on the transmission stopped working soon after I got the car. I fixed it by hotwiring the overdrive to a spare switch. Problem with that was the overdrive could now operate in all forward gears AND reverse. Apparently reversing with the overdrive engaged is instant death to the unit. Fixing it meant the engine probably had to come out.

To top it off I never been a huge fan of rubber bumper MGB's.

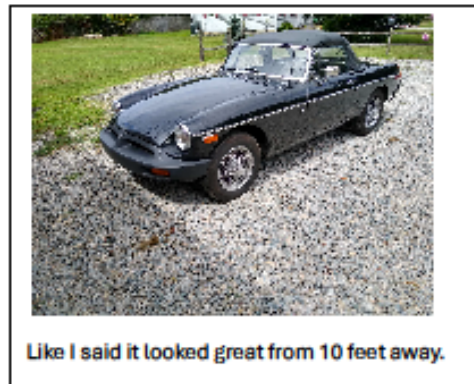
The story of how I became beguiled with the Jag XK has been told elsewhere. So why did it have to go?

Again, I bought it cheap. By the time we fixed the suspension, the AC, the brakes, bought it new tires, glued the rear glass back in and a bunch of other stuff, it was no longer cheap.

But now it was comfortable, fast, surprisingly economical (except it demanded the good gas), and again looked pretty good from 10 feet away and the interior was also in pretty good shape.

HOWEVER. I didn't trust it. We drove it around 6,000 miles on many club events and some personal trips. It never let us down, but there was always that fingers crossed moment when I pushed the start button.

Part of it was the stories on line, of XKs turning into bricks for no reason. Also, many of the features of XKs are accessed via a touch screen. Randomly, on our car it would turn off often till the engine was stopped. There was no real pattern to when it might reappear. There was also a quirk that the cruise control was unavailable when the car



Like I said it looked great from 10 feet away.

had been idle for a time and would only come available if I turned the engine off and restarted it. At least that one was predictable.



May be the prettiest car I've ever owned

Then the check engine light started coming on. The reader said it was the thermostat, but I didn't think so because it heated up fast yet did not overheat. There's no temperature gauge to check what's going on, and once the code was reset the light would stay off. It only came on after about 15 minutes of running after every 4 or 5th cold start. The quote to replace the thermostat was around \$1,500, primarily because it was expected the plastic thermostat cover would crack in the process. Also, I think they said the radiator had to come out to get at the thermostat. There was also a theory that maybe a sensor had gone bad.

I had a bit of a scare when I came off the track at Dover after the laps for charity event, when I looked at the dash and saw a red warning the CATS suspension had malfunctioned. That went away when I turned the engine off and back on again. Phew.

I'm not sure how the fact that it had 143,000 miles and proudly wore the evidence of a hard life factored in. For me it still drove great but it was clear the mileage did not help the value.

The deal breaker came when we made a trip down to West Virginia to ride the Cass Steam Railway. This should have been an ideal trip for the Jag. Sweeping, empty country roads with the top down. At the last minute I chickened out and we took the Hyundai. The thought of getting stranded in 90-degree heat miles from assistance was too much. I think it may have actually been the 3rd time I opted not to use it for an extended trip.

So why another MGB? I wanted a car we can drive year-round. The GT has loads of room for weekend luggage. I've always wanted a TR3 but common sense prevailed. I briefly considered an original Mini but they're hard to find and expensive. I thought about a TR6 but they're cramped inside and a good one is also expensive.

I know a well maintained MGB is pretty bullet proof and almost every part is available very easily. Also, it appears a much higher proportion GTs were fitted with overdrive which makes a huge difference if you want drive more than 55. It doesn't hurt that (in my opinion) the GT is one of the best-looking cars from the last century.

We looked at one in Connecticut but it was junk and no overdrive. I then discovered Bring A Trailer.

Almost immediately this appeared. I have NEVER bought car without sitting in it, driving it, walking round it trying to look like I know what I'm doing, and then starting with a low-ball offer.

I looked at all the pictures a dozen times, (probably more). I read the notes and comments. I debated with myself and with Lee whether this was a good idea.

The actual auction closed while we were working an open house for Redfin. I decided we should go for it. I can't remember if I set myself a limit but I'm pretty sure the bidding ended before it reached it.

We bought the car. I waited with some trepidation for it to be delivered. To my relief it was/is very much as described.



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Nicholson Speedway

David Back

As a motorsports journalist I always enjoy visiting a venue for which I have not experienced. This past weekend I visited Nicholson Speedway in Chestertown, MD for their opening round of their kart series.

it's a scenic facility tucked within the peaceful countryside of Chestertown, MD. The grass covered paddock offers both sun and shade, admission is free, and a comfortable picnic area. The kart racing is fun to watch and everyone is very welcoming.

The facilities are very well maintained, and clean. But, though very clean they rely on portapodies, which some object to, though the local town does have modern facilities. It's a casual drive to the facility. Karting is an avenue to higher levels of competition, as many F1 and sports car drivers have participated. I believe the youngest driver was only 10 years old.

2026 RACE SCHEDULE

ATTENTION: OPEN RED TIRE

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SUNDAY DAY RACE/ SATURDAY DAY RACE

Registration Opens @ 8am, Driver's Meeting @ 8:45am Practice Starts @ 9am

SATURDAY NIGHT RACE

Registration Opens @ 3:00pm, Driver's Meeting @ 3:45pm, Practice Starts @ 4:00pm

MARCH

21ST - TRACK CLEANUP 8AM - 12PM

APRIL

11TH - PRACTICE 8AM - 4PM

18TH - CLUB RACE #1

MAY

9TH - CLUB RACE #2

23RD - CLUB RACE #3 (BACKWARDS)

JUNE

27TH - CLUB RACE #4

JULY

11TH - RACE MAKEUP #1

18TH - CLUB RACE #5

AUGUST

7-8TH - VINTAGE WEEKEND

15TH - CLUB RACE #6

SEPTEMBER

5TH - CLUB RACE #7

19TH - CLUB RACE #8

OCTOBER

3RD - CLUB RACE #9

24TH - CLUB RACE #10/ TRACK-OR-TREAT

NOVEMBER

15TH - RAIN DATE #2

22ND - TURKEY RACE

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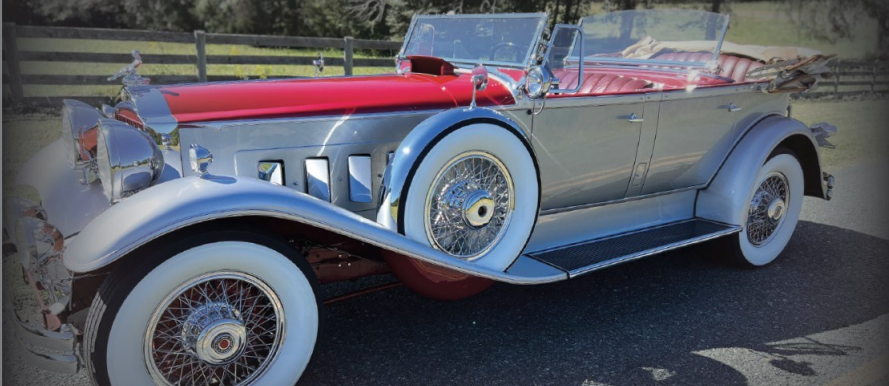
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A Winter Jag Tail

Ed and Cheryl Trottier

Our '06 XKR "rests" under cover in the garage. Its bi-weekly (weather permitting) exercise is a warm-up run on Rt-1 N to Odessa. (She craves Sunoco Ultra 94).

Not sure the rationale for Engine Off to open the fuel door, but I am guessing it is solving global warming/cooling. Anyway, back via Rt-1 S to N. Dover (or Bowers Beach) and home. I exercise cruise control and A/C. Otherwise, nothing heroic...just a good work-out. (Okay, okay...I don't let poseurs pass on the LEFT, while staying Right and under the posted speed limit!)



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Featuring rack and pinion steering, power assisted front disc brakes and independent suspension on all 4 wheels, this an eager performer more than able to keep up with modern traffic.

Two previous owners have provided very detailed service records dating back to 1980 showing the car has been maintained without regard to expense since that date. The earliest recorded odometer reading is 63816 on 4/8/81 and there is detailed paper trail indicating the current indicated mileage of 87130 is probably accurate.

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 -
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- New convertible top and reupholstered seats - All necessary routine maintenance.

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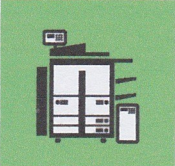
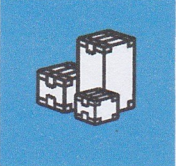
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Mystery Car

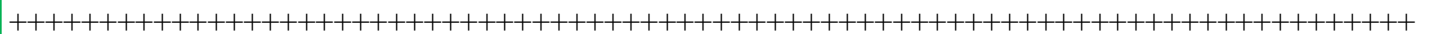
The Wolseley 6/80 was in production from 1948 until 1954. It was a badge engineered (yes it was even around in 1948) Morris Six (a grown up Morris Minor) with a Wolseley front end. The OHC six cylinder 2215cc engine was given an extra carburettor and produced 72bhp as opposed to the Morris's 66. Top speed was around 85mph.

It was pretty state-of-the-art for the time with independent front suspension and unitary construction although the styling was quite dated. It was a favourite of the Police forces across the country and was still used by them well into the sixties as a training vehicle.



The interior was all wood and leather and smelled wonderful.

I really did ride in the back of one in the mid fifties but not the way you may think. My father was a London policeman and arranged for the family to be taken to the police Christmas Party in it. I was about 9.



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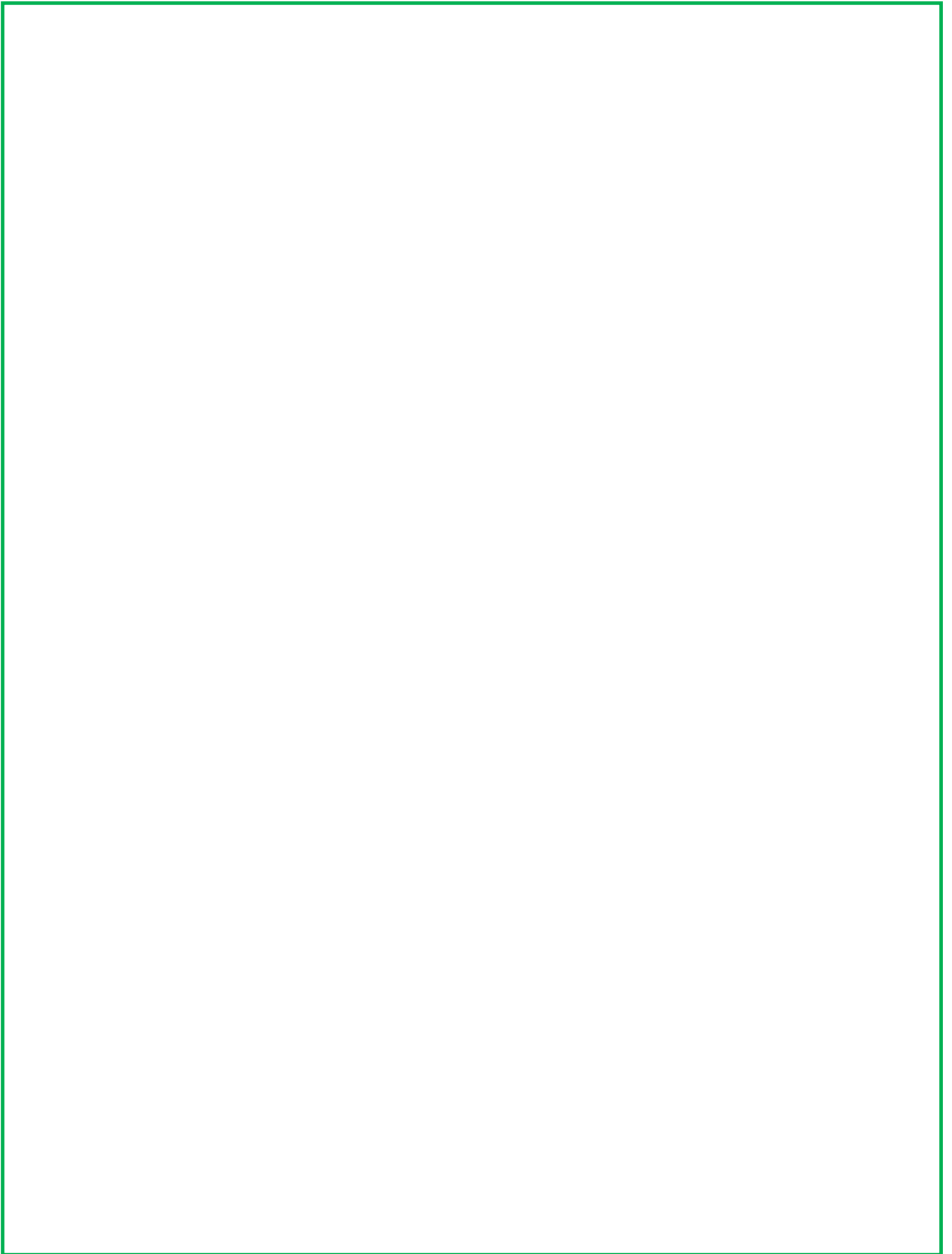


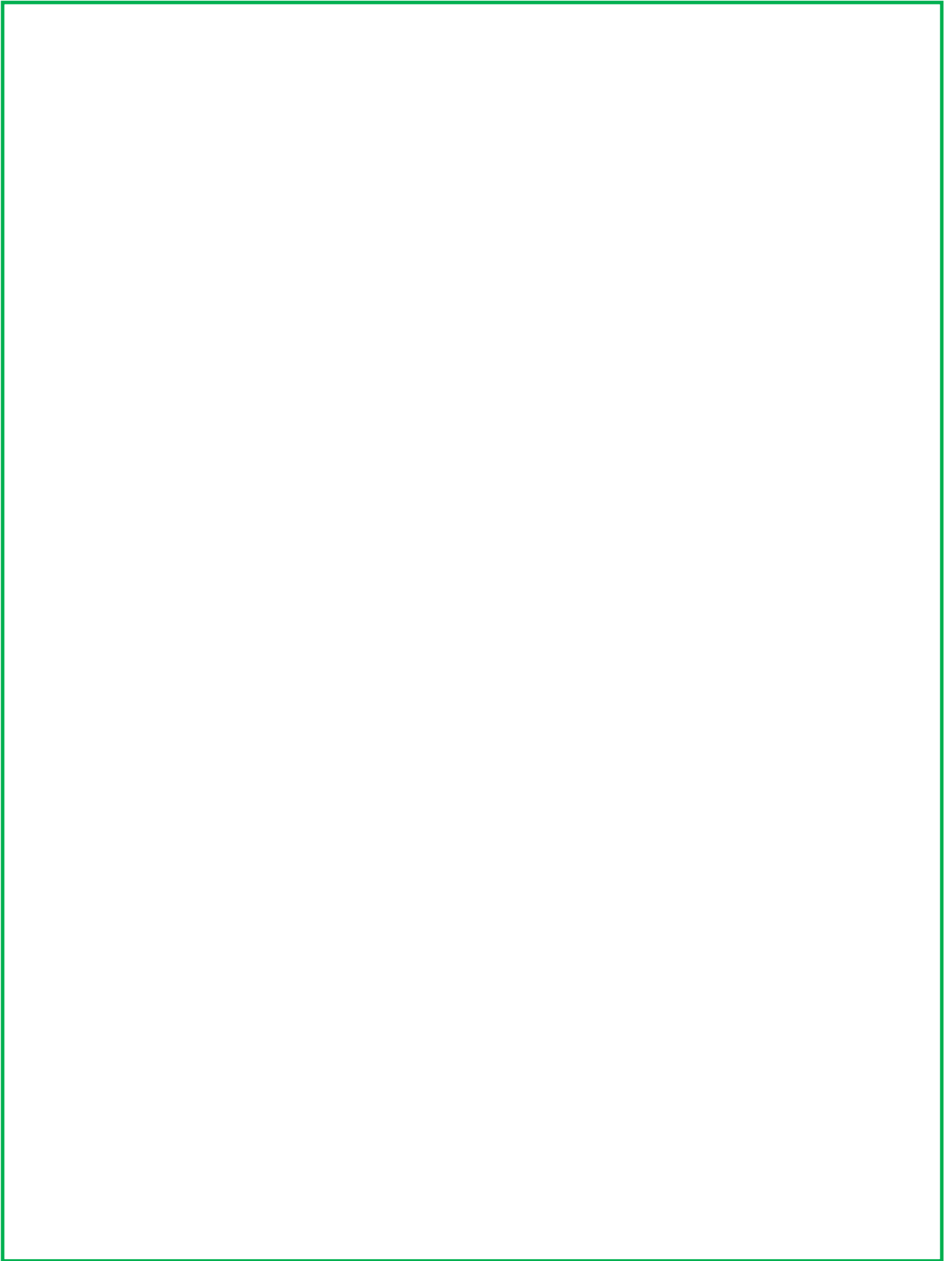
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The MG Driver

This bi-monthly magazine is packed with over 80 pages of useful information with the right mix of Technical and Member information.



Mutual Aid Directory (MAD)

Many members list their contact information to help fellow NAMGBR members in the event they break down in their area.



Club Insurance

Does your club sponsor a car show, driving event or meeting? Many venues require insurance to hold the event on their property. If your club has 8 NAMGBR members and is a Chapter of NAMGBR...you're covered for free!



Member Classified

NAMGBR offers a free classifieds section in both the MG Driver and the website. Have an extra MG or parts you want to sell? Target your advertising to the people you know are buying MG.



Technical Help

NAMGBR has assembled a group of technical experts to answer your questions



Annual Convention

In conjunction with a NAMGBR Chapter, we sponsor a convention highlighting a different part of the United States or Canada. This 4 day event features driving tours, a car show and a taste of the local food and drink. In 2026, MG2026 International will take place in Sandusky, OH



Regalia

We have a number of ways you can show your NAMGBR membership to the public.



Car Insurance

NAMGBR is the first MG Register to offer members the 5% Hagerty Collector Car Insurance Discount. Being a member of NAMGBR can save you money on your insurance



Dash Plaque

To commemorate your membership in NAMGBR, you receive a dash plaque to display in your car, home, office or where ever.



100,000/200,000 Mile Register

Has your MG gone the distance, and traveled over 100,000 or 200,000 miles? NAMGBR honors this achievement with a dash plaque your car can wear with pride.



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Proudly proclaim your membership in NAMGBR with this attractive two sided window sticker.

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Do you want to be a member in the largest club in North American dedicated to the MGB, MGB/GT, MGC, MGC/GT, MG V8, Midget, 1100/1300 Sedans and Post Abington MGs?

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We look forward to having you as a member of NAMGBR!

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go brit!
fish + chips

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