



THE BRITISH DIAMOND

June 30th, 2026

Tom Cloud's 2000 Aston Martin DB7 Vantage

Purchased in 2013, this Aston Martin Racing Green beauty has a V12 engine with a 6 speed manual transmission, and just 32,000 miles





British Car Club of Delaware

PO Box 5317,
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Editor's Notes

Hello Everyone,

I hope you are all enjoying the summer and driving your LBCs all over the place. Send me pics and stories about your adventures.

Next edition's Featured Cars will be "restomods", not in the extreme interpretation you see around, but modifications or changes you have made to make your British cars more fun to drive. For example I fitted a 5 speed Tremec gearbox to my E Type, and Wilwood brakes (amongst other things).

Let me know the improvements you made and if they worked (the 5 speed made a big difference but the brakes weren't that much better).

Anything from electronic ignition to a full engine or suspension upgrade. Words and pictures please!

Trevor The Editor

trevormees@outlook.com

Presidential Ramblings:

Over the past few years, many of you have come to know that Fiona and I usually have a trip planned. And while I might have a trip planned, I never seem to have anything prepared for my opening to The Diamond every couple of months. Trevor and all the contributors work hard to produce something the club should be proud of, and then I show up—always at the last minute—with some nonsense. Well, yesterday I learned a new word for nonsense: klobasarna. It might also be the name of a Slovenian sausage; sometimes the translations can get a little fuzzy.

While I'm traveling, I always keep an eye out for the occasional old car. Traveling through the Balkans, I thought I might see the odd Yugo—not very British, perhaps, but a classic nonetheless. There have been a few interesting older cars along the way: a 1970s-era Opel Kadett wagon, a Soviet Trabant, and the aforementioned Yugo. But arriving in Budapest, I wasn't prepared for the sight I was about to see. Not one, but two MGs—and I'm not talking about the modern electric rebrand, which seems quite common. These were MGBs, one with a factory hardtop, both for sale in a dusty used-car dealership.

I would be remiss if I didn't take a moment to acknowledge Calvin Jackson, our longtime Club Treasurer, who is stepping down from the role. I can't thank Calvin enough for the commitment he has shown to the club over the past several years, and I hope to see him—and his Midget—at some events soon.

Speaking of events, sign-ups are open for the Bellanca Show on September 12, and all members whether registered for the show or not are welcome to attend the Meet and Greet at Kathy's Crab House in Delaware City on the evening of September 11. Remember only the first 50 signups for the show will receive the show baseball cap, sign ups are brisk, so don't wait too long.

Finally, welcome to the new members who have signed up over the past couple of months through the link on the website, and thank you to all the existing members who have renewed their memberships.

Alan Hill

President

06/22/2016

BCCD Show Sponsors



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
Pub & Trivia Night

tinyurl.com/mg103fest

AUGUST 14-16, 2026



GANANOQUE

MG NORTH AMERICAN COUNCIL OF MG REGISTERS
Invites ALL MG Owners
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in the Sandusky, Ohio / Lake Erie area
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Registration opens
year-end 2025

MG
INTERNATIONAL
2026

MMM MG [Red/White Logo] [Blue/White MG Logo] [Flag Logo]

Cars At The Ferry

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

July 14

Aug 11

Sep 8

Oct 13

Events



AHSTC ENCOUNTER 2026
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- Use Booking Code "AHTOURING2026" for special rates of \$120/\$135 + tax
- Book by August 27 for discounted rates

SUNDAY Sept 27

- Encounter 2026 registration
- Narrated historical and scenic cruise on the Miles River

MONDAY Sept 28

- Scenic road rally focusing on local history
- Crab Feast lunch at **Chesapeake Landing Restaurant**
- Gymkhana competitions
- Valve Cover Races
- Reception & Charity Auction at St Michaels Inn

TUESDAY Sept 29

- Tech session by Bruce Phillips of Healey Surgeons
- Popular car show at St Michaels Inn
- Tour of **Classic Motor Museum of St Michaels**
- Dinner & Awards at **The Oaks Waterfront Hotel**

Monday & Tuesday

- Discounted admission to **Chesapeake Bay Maritime Museum**
- Encounter 2026 Hospitality Room & Tricky Tray Auction



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British Car Club of Delaware
with Lotus-Philadelphia



ALL BRITISH – ALL YEARS Annual Fall Car & Motorbike Show

Saturday, September 12, 2026

Friends of Bellanca Airfield

2 Centerpoint Blvd, New Castle, DE 19720 (Route 273, just east of US Route 13)

Featured Marque: LOTUS



1966 Lotus Europa (60 yrs)

Register Vehicles on
Eventbrite



1976 Lotus Esprit (50 yrs)

\$30 Pre-Registered Vehicles by 9/4; \$35 at door

Spectators Free

SHOW SCHEDULE

- 9:00 AM – Field Opens
- 10:00 AM – Voting Starts
- 1:00 PM – Voting Closed
- 2:30 PM – Awards Presentation

- ✓ Large field of classic and modern British vehicles
- ✓ Event Hat for first 50 registrants
- ✓ Dash plaque for pre-registered
- ✓ Music, Food Truck, tented eating area
- ✓ Special Awards, including "Best British-Themed Display" & "Spectator's Choice"
- ✓ Door prizes, 50-50 raffle
- ✓ Invitation to Friday night Meet & Greet
- ✓ Bellanca Air Museum Access
- ✓ Corral for British vehicles for sale
- ✓ Spectator's free; vote for favorite

AWARD CLASSES*

- Lotus
- MGB
- Other MGs
- Jaguar
- Triumph
- Austin-Healey
- British Motorbikes
- Other British Vehicles
- Other British Sport Vehicles
- Future Classics (2001 and newer)
- Best in Show (Previous Class Winners)

*Classes/Awards could change based on actual # and makes of registered vehicles



More Info On Car Club & Bellanca



Visit our website BCCDelaware.org for more information

Printing Courtesy of the UPS store 1391, 4023 Kennett Pike, Greenville, DE

Events



smcde.org


Concours d'Elegance
ON CHESAPEAKE BAY

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

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


Kent Island
Yacht Club

Lewes British Motorcar Show

Save the Date -

Spread the Word

The 2027 Lewes British Motorcar Show will be held May 1, 2027 at the Lewes Ferry Terminal

The Featured Marques will be Early Triumphs - Let owners of a TR2, TR3, TR4, & TR250 know and encourage them to join us!



Sponsored by
British Car Club of Delaware
Lewes Chamber of Commerce
Southern Delaware Tourism

You received this email because you have entered a car in our show this year or in the past. If you no longer wish to receive information regarding the show, please click below.

FROM THATTO THIS

(written by R. L. Gannon)

Taking myself back to 1999, I'm down at British Racing Green, handing over a wad of cash in exchange for a what most normal people would walk away from, a 1960 TR3, rust and primrose yellow color, with a red leather interior. My son who was 11 years old at the time, was with me. We loaded it on Jim's trailer, hooked it up to my Toyota Sequoia and headed for home. I was excited. In my garage was my 1974 white TR6 and a 1962 Morris Mini panel wagon. And into my basement went my new acquisition, the TR3.



There was much to do, as this car was a mess. Rusty panels, rotten sills and doglegs, patchwork of fiberglass repairs, gaping holes and bent parts. The car was filthy, so much so, my wife refused to have it inside the house until it had been washed down, vacuumed out and all leather and cloth removed. With a fever, I obeyed and did what she asked. You say "whipped", I say, "staying married"



FROM THATTO THIS

(written by R. L. Gannon)

I purchased a small MIG welding set up, and started practicing on scraps of metal. I soon learnt I was absolutely useless at welding, so I gave up on that and asked a couple of my friends to help. But with the mess in my basement workshop and the fumes getting into the house, I soon gave that up. Now, I knew this welder, who had his own business, owned a few unfinished TR3's and was working on his own TR6. We came to an agreement to install new sills, rockers, dog legs and floor pans. The first steps of restoration were now underway.



At his point and time I was working two jobs, selling ads for a newspaper during the day and as a night manager of a local restaurant. None of this money was spent on the TR3 restoration. I sold the TR6 for a goodly amount and a year later, still restoring the TR3, my Morris Mini Panel Wagon sold on Ebay, way above my reserve. All this time, my mind was rolling with the visions of what I wanted the car to look like. Chrome, Metallic Suzuka Blue paint, Tan interior, black soft cloth top. Yes this was my dream....could I make it real?



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John Hohman's 1960 TR3

Progress

John bought the car in 1967, sold it in 1970 and bought it back in 2022 rusted out and with a seized engine. The frame has now been powder coated along with the suspension parts. The engine is back from the machine shop and is being reassembled.



John Hohman's 1960 TR3



John Hohman's 1960 TR3



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Replacing the front lower control arms on my 2008 Jaguar XK.

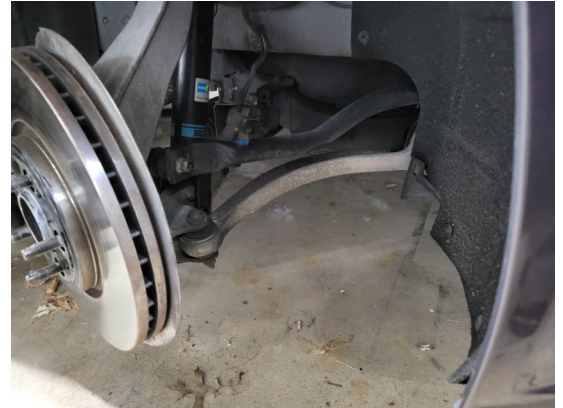
Richard Speck

I ordered the parts from Autohaus Arizona back in January. The manufacturer was Eurospare. The set of two parts was \$201.27 with shipping. I had to wait until it was warmer weather to tackle the work in my unheated garage. When I had taken the Jag into Paul Campanella's for some routine work in January, they reported the following:

Finding: Both front lower forward control arm bushings torn.

Removing replace both front lower forward control arms. I had them do a brake fluid flush, power steering flush, differential fluid flush, and a coolant pressure test.

Researching the XK repair manual I determined that this was a job I could do to replace the front lower forward control arms. The process is straight forward. Jack up the car and place a jack stand in a secure place. Remove the wheel after loosening the lug nuts first. With the wheel out of the way, there are two bolts



that hold the arm in place. Remove the bolts, remove the old arm, put the new arm in position, tighten the new bolts with new nuts. Re-mount the wheel and tighten the lug nuts. What the manual doesn't tell you is that the bolt holding the part closest to the motor has to slide into the frame to remove the large head from the body. You also have to remove the splash guard partially to even get to the bolt and nut. It took me a while to figure this out. Then once the new arm is in position, you have to push the bolt through the head and there isn't enough room for your fingers to slide it through. I had to do some serious wig-

gling and trying all sorts of tools to get a grip on the bolt. Then getting the part that attaches to the wheel also proved difficult. I had no problem removing that bolt. Once one side tightened both bolts securely, then it was reattach the splash guard, remount the wheel and tighten the lug nuts to 95 foot pounds.

Each side probably took me 2-3 hours to do. I took a lunch break in between sides. I also had to back out the Jag and turn it around to do the right side because my garage isn't large enough to work on both sides. As can be seen, the new control arms are in place. The picture of the old parts show the wear of the bushings and the two page "simple" instructions on replacing them. The old parts indicate they are genuine Jaguar parts and most likely are original. If the first pair lasted 90,000 miles, then I won't have to do this again.

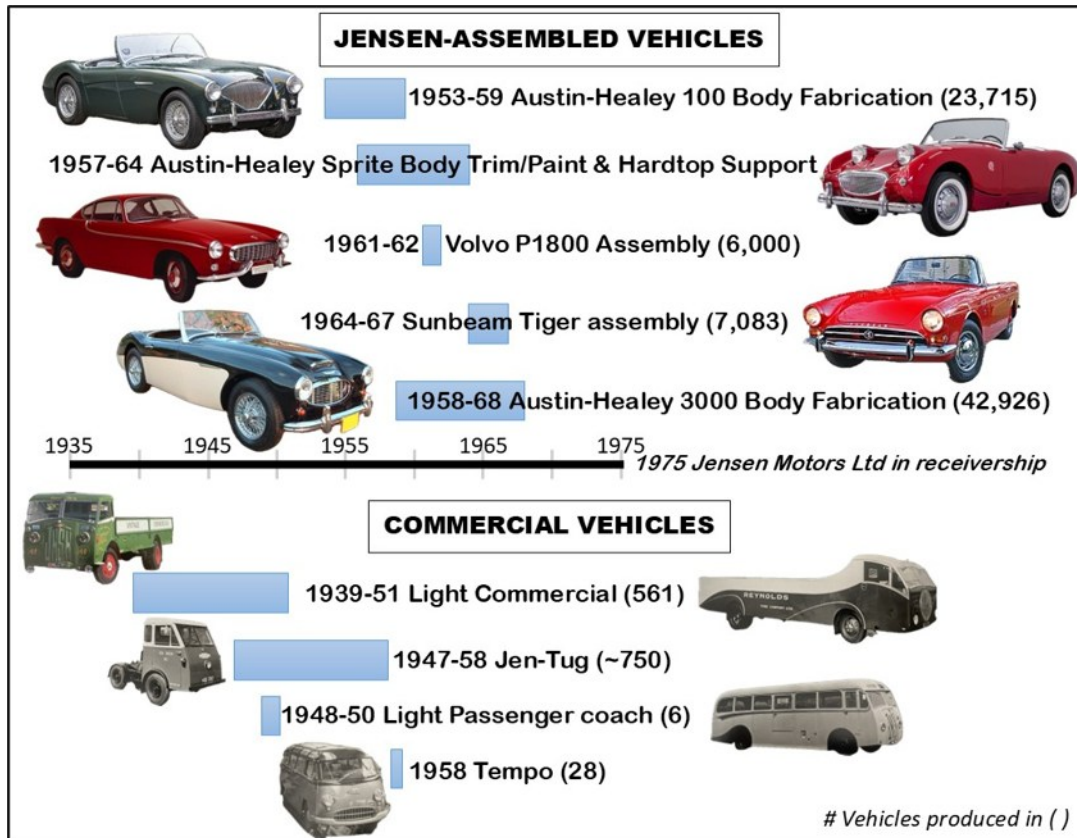
Featured Cars

Small Production Cars

Jensen "Hand Built" Cars - Stylish & Hi Performance

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. Initially, Jensen focused on coachbuilding, creating custom bodies for other manufacturers' chassis. Their attention to detail and quality craftsmanship earned them a reputation in the industry. Below is a timeline with numbers of "other manufacturer" car fabrication and assembly they performed, and commercial vehicles.

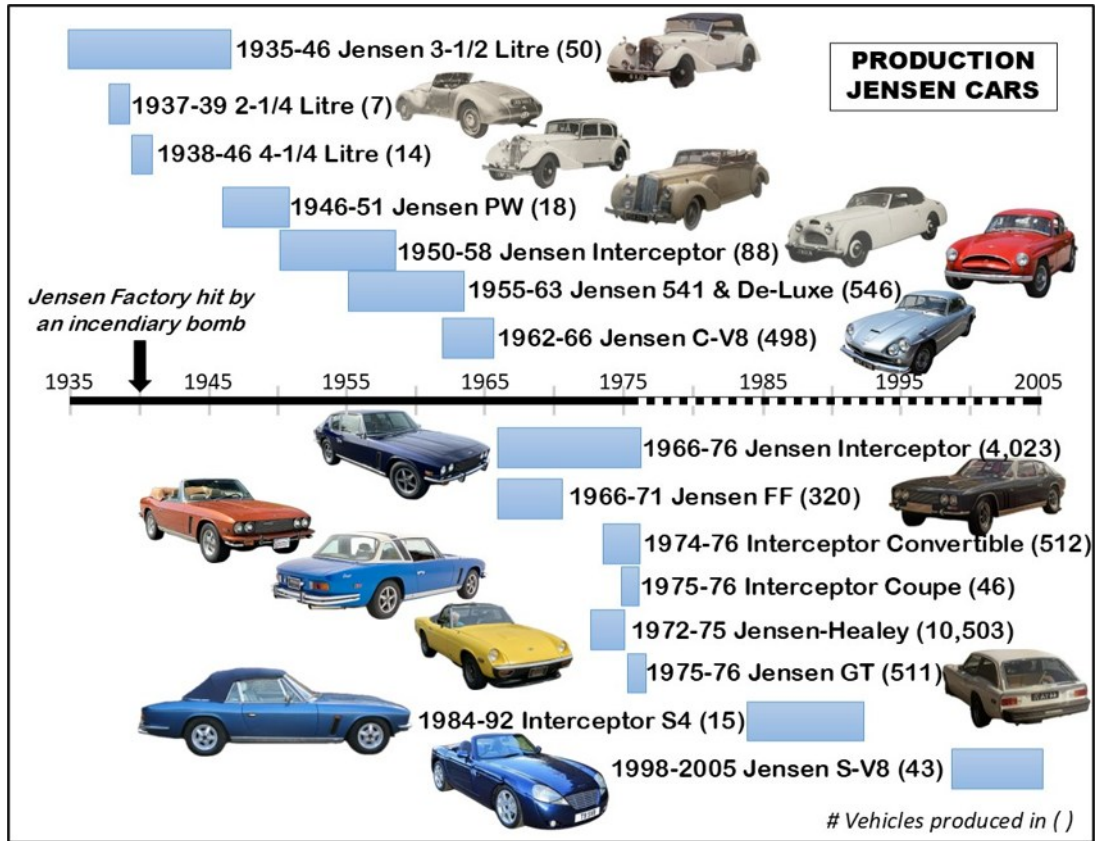


On the side, Jensen leveraged their expertise to hand-build a limited number of their own cars. At its peak in the 1960s, Jensen Motors employed approximately 850 workers at its factory in West Bromwich. However, the Austin-Healey production alone accounted for about 350 of the factory's 850 total employees at that time. A comparison of the above "non-Jensen" car production vs. the "Jensen" cars on the following page (with some rough math) suggests that Jensen cars were only ~15% of the cars Jensen built. The following timeline shows those Jensen vehicles and how many were made.

I consider myself fortunate to own two of those cars, a 1973 Jensen-Healey Mk II Roadster and 1972 Jensen Interceptor Mk III. I purchased my Jensen-Healey in August 1999 and over the years completed a restoration (2004-2006), engine performance upgrade/rebuild (2012), 5-speed upgrade (2018), and other improvements. I purchased the Jensen Interceptor in September 2021 (essentially in pieces after sitting for 30+ years) and completed a restoration in November 2022. Restoring hand-made cars is always an experience, as each one has uniqueness depending on which employee built it – *compare the next two Jensen-Healey's you see and you will likely find the clock in two different places!*

Jensen "Hand Built" Cars - Stylish & Hi Performance

Bob Wall



Both cars are too enjoyable to trailer, so they get driven often. I have found them extremely reliable (despite what the critics that don't own one say) if maintained. Some week-long driving adventures my Jensen-Healey has taken us to include: Staunton, VA; Watkins Glen, NY (multiple times, including track time); Kalamazoo, MI; Lake Placid, NY (multiple times); Monteagle, TN; Shepherdstown, WV; Monroe, WI; Rhinebeck, NY; Auburn-Syracuse, IN; Dorset, VT; Asheville, NC; St. Louis, MO, Williamsburg, VA, Chautauqua, NY, and Lake Chatuge, GA. Since 2022, my Jensen Interceptor has taken us to Fond du Lac, WI, Lexington, KY, and will be headed to Detroit, MI this summer.

Below is a photo of my yellow Jensen-Healey in Indiana next to an exceptionally rare Jensen-Ford Shooting Brake that is the sole surviving example of an estimated two or three built in 1935. The other photo is my Jensen Interceptor in Wisconsin next to a 1957 Jensen 541 Deluxe.



1963 Elva Courier


Bill Tattersall

My Elva Courier Mark 4 came from a guy in Montreal where they don't have titles, they use the registration. Not only that, all the documentation was in French. Talk about Sussex County Motor Vehicle being flustered. LOL. To their credit, they figured it out.

When I took Mrs. Elva to our car show that year, a guy who brought his Lotus Elite to the show asked me if he could see the car serial number. When he looked at it he smiled and that the car was originally purchased by his sister in the 60's and that it was one of the first Mark 4's imported to this country. She ultimately sold it to a guy in Miami who, apparently rode it hard for many years and sold it to the owner in Montreal who did the complete restoration.

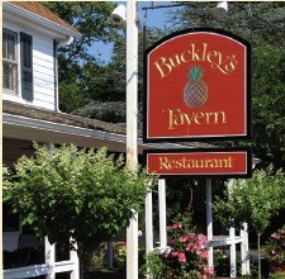



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Some pictures from our visit to Tommytown

By David Haines





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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

2026 ANNUAL TURKEY RACE

SUNDAY NOVEMBER 22ND

GATES OPEN @ 7AM, REGISTRATION @ 8AM,

PRACTICE STARTS @ 10AM

ONLY 2 DROPS! MUST RACE 8 RACES TO QUALIFY FOR AWARDS!

Nicholson Speedway Inc

Feb 17 · 🌐

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Here is our 2026 club schedule!... See more

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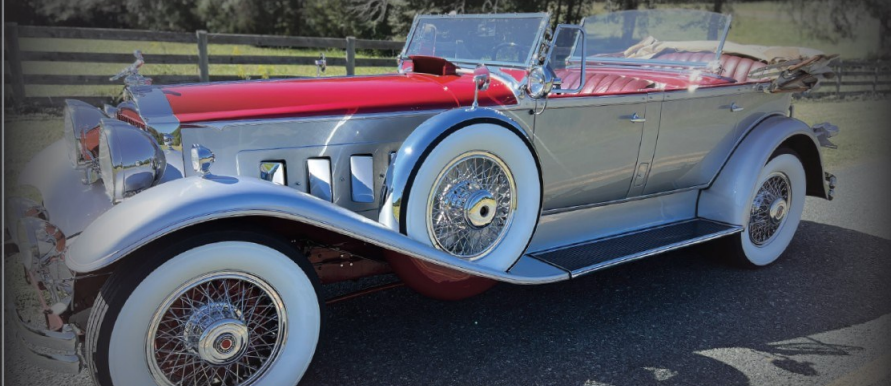
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Andrew and the Opal by the Sea”

Andrew owns a whisper of England,
not loud, not proud, but quietly grand,
a pocket-sized pilgrimage on four narrow wheels,
an Austin 7 Opal that hums instead of shouts.

She was born when the world wore tweed and courage,
when tea steamed beside ambition,
and a man named Sir Herbert Austin dared to shrink a
dream
into something small enough for ordinary hands.

A “Baby Austin,” they called her,
but don’t let the nickname fool you...
this tiny titan rewired a nation,
rolling through the 1920s like a cheerful revolution.
Where once only the well-heeled motored,
now bakers, clerks, and hopeful young couples
could rattle down hedgerow lanes with the wind as their
chaperone.
Nearly 300,000 of these little legends danced onto roads,
a British answer to the democratizing spirit of the Ford
Model T. [001]

And Andrew...
he doesn’t just own one.
He conspires with it.

His Opal, the two-seater tourer,
was once the affordable darling,
priced so modestly it invited the common dreamer in,
a £100 ticket to freedom in 1933, later reborn as “Opal”
like a gemstone catching light in motion. [001]

Two seats only, mind you.
Because excess was never the point.
Just enough room for a companion...
or a sandwich, a map, and a questionable sense of direc-
tion.

Now imagine him there,
perched beside the cliffs,
the Atlantic below performing its endless drum solo,
while his Austin waits patiently like a loyal terrier.

The car is not fast.
It does not roar.
It politely negotiates with hills.

But oh, the dignity of it...
a 747cc heartbeat,
a mechanical haiku,
proof that joy doesn’t need horsepower,
just a little courage and a willingness to rattle.

Across the world, its DNA scattered like seeds on the wind
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signs,
inspiring racers, tinkers, dreamers,
even the first creations of legends yet to come. [001]

And here sits Andrew,
caretaker of that lineage,
grinning like a man who has discovered
that happiness sometimes arrives
in very small packages with very round headlights.

He turns the crank of memory,
the engine coughs once, twice, then sings,
and suddenly time folds like a well-kept map.

The cliffs applaud.
The wind signs autographs in the grass.
And Andrew, captain of this tiny ship of history,
sets off again...

Not to arrive anywhere in particular,
but to enjoy the delightful absurdity
of piloting a legend
that fits neatly between two teacups
and a dream.



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Close-up of Hand Holding
Pencil over White Background

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For Sale

PRISTINE 1974 TRIUMPH TR6 FOR SALE



This beautifully preserved car is believed to have been built in 1973 and features a 2.5 Liter Straight 6-cylinder engine originally producing around 105bhp coupled to a 4 speed all synchromesh transmission. The engine features twin Zenith Stromberg Carburetors, and is able to pass the Delaware Emissions Test.

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 -
- 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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Initial inquiries to Mike Salino at 561 702 3169 or mikesalino17@gmail.com

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Steve Welder - weldersa@hotmail.com

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

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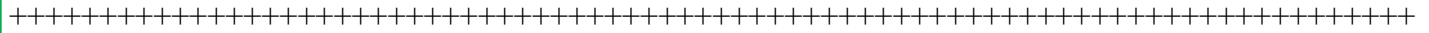
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The transmission was a semi-automatic preselector gearbox. The atom name was to project smallness and power. Did they achieve it? The car weighed just 2700lb and had 110hp. Not bad for 1939.



How about this one?

WW2 interrupted production of this car but they still managed to build over 80,000 of them. Most of them were black.

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North American MGB Register

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Thank you for your inquiry into the North American MGB Register. We are the official register for MGB, MGB/GT, MGC, MGC/GT, MG V8, Midgets, MG 1100/1300 sedans, and all Post Abington MGs.

As a member of NAMGBR, you will receive:



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

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