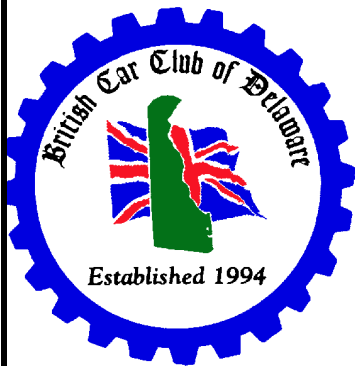




THE BRITISH DIAMOND

August 31st , 2026

Cars (Cats) and Coffee

Margaret and Greg Bell

The Saturday July 11 cars and coffee at Dunkin Donuts on Four Seasons Pkwy in Newark was warm and sunny but there was a 40 foot shipping container providing shade. As chairs were being set up next to it the sound of a meowing cat could be heard coming from it. A search soon located the culprit but it wouldn't come out from under the container although its cries got louder. A run to the Shoprite across the street to get a can of cat food lured it out and it was grabbed. A visit to the vet to rid it of fleas, worms and parasites and get it checked out was quickly arranged and it was determined that he was about 8-9 weeks old. **Dunkin** the orange cat is now supervising the Bell's house.





British Car Club of Delaware

PO Box 5317,
Wilmington, DE 19808

Officers

President

Alan Hill - nalajhill@gmail.com

Secretary

Sharon Kalinowski - sdkal@verizon.net

Treasurer/Membership

Marian Sundstrom - msundstrom1@icloud.com

Southern Chapter

President

Bill Tattersall - billtattersall@gmail.com

Treasurer

Jerry Hirst - jerryhirst@comcast.net

Secretary / Publicity

Mike Tyler - AH3000TriCarb@comcast.net

Volunteers

Lewes Car Show

Mike Tyler - AH3000TriCarb@comcast.net

Bill Tattersall - billtattersall@gmail.com

Webmaster

Bob Wall - diybracer@gmail.com

Advertising:

Don McDonald

mcd62218d@aol.com

Northern Chapter Car Show

Bob Wall - diybracer@gmail.com

Alan Hill - nalajhill@gmail.com

Newsletter - British Diamond

Trevor Mees - TrevorMees@outlook.com

Editor's Notes

Hello Everyone,

What a wonderful response to the featured section this month! Some really interesting stories and pictures. Thank you so much and keep 'em coming!

For next issue's Special Section tell us about somewhere interesting you have been with your LBC, or an adventure you have had.

You may have heard that my brother Gary and I have sold our E Type. It's true and as a result there will be some leftover parts available, free to club members. I'll be putting out a list soon. The car was a 1964 RHD Jaguar E Type fhc with a 3.8 litre engine.

Trevor The Editor

trevormees@outlook.com

Presidential Ramblings

This marks the first anniversary of my Presidential Ramblings, and for once, I'm nearly lost for words. Anyone who has attended one of our monthly club meetings knows that is not usually a condition I suffer from. I am, however, genuinely short on words to express how grateful I am for the support I've received from all of you over the past 12 months.

As we move into September and the cooler weather that fall brings, we also get the welcome opportunity to drive our British cars in comfort—without the constant fear of overheating, whether it's the car or the occupants. There are plenty of chances coming up for club members to get out and drive. First up is the Bellanca Show. As I write this, pre-registration is at its highest level yet, so we're hoping for a final turnout that surpasses last year's record. And don't forget the Meet and Greet at Kathy's Crab House in Delaware City on the eve of the show.

A few days after Bellanca, I'll be heading up to the British Invasion in Stowe, Vermont, getting back just in time to head to MG on the Rocks—which, if you didn't know, is not just for MGs. Last year we had a club drive to the event, and I know we're hoping to do the same again this year, so keep an eye on your inbox. That same weekend, the club will also be taking part in Laps for Charity at Dover Motor Speedway. This is a pre-registered event, and you should already have seen the information. I was a passenger last year because I didn't register the Lotus, assuming there would be some sort of technical inspection that, for various reasons best left unexplored, it might not have passed. This year, though, the Lotus will be on track. So if you think they won't let you out there because your car dribbles a few fluids, don't worry—and remember, you can drive at your own pace. It's not a race weekend.

I would be remiss if I didn't mention the Austin-Healey Sports and Touring Club's Encounter, a three-day event based in St. Michaels and also scheduled for that same weekend. Again, it is open to other British marques and looks like another great opportunity to get our cars out of the garage—always a noble goal, assuming they agree to start.

And that's just September. I know work is already underway on another Crab Fest, and I'm looking forward to the fall Southern Rally. Speaking of the rally, the club is looking for someone to volunteer to organize it. If you're interested, please let me know and I'll share the information with the club.

So, there's lots to say and even more to do. I hope to see many of you out at the events this fall—preferably in cars that are running, mostly dry underneath, and pointed in roughly the right direction.

Alan

BCCD Show Sponsors



LOTUS

PHILADELPHIA

Events

Meet Fellow BELLANCA Car Show
Participants and BRITISH CAR
CLUB OF DELAWARE Members



Meet & Greet

Friday Sept 11th 4-7 PM

 **Kathy's Crab House** 
107 5th St, Delaware City, DE 19706
Hors d'oeuvres courtesy of BCCD
Cash Bar

Please RSVP by 9/3 via Eventbrite (Scan QR code):

Event open to registered Bellanca All-British show
entrants, their guest, and BCCD Club Members



*Private Lot Available to Park
Your British Classic Vehicle*

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. Just 2 dates left this year.

Sep 8

Oct 13

Events



AHSTC ENCOUNTER 2026
ST. MICHAELS, MD

27-29 SEPTEMBER 2026

St Michaels Inn & Conference Center • Maryland's Eastern Shore



HOST HOTEL

St Michaels Inn & Conference Center
1228 S Talbot St., St Michaels, Md
Reserve your room now!

Use link at encounter2026.com

or call 410-745-3333

- 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



REGISTER NOW ONLINE • encounter2026.com



**British Car Club of Delaware
with Lotus-Philadelphia**



**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 Espirit (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



Concours d'Elegance
ON CHESAPEAKE BAY

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

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


Kent Island
Yacht Club

smcde.org

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.

Automotive



(302) 571-8473

1203 E. 13th St., Wilmington, DE 19802

<https://www.sportscartire.com>

Email; gtronzo@sportscartire.com

Tires for all makes and models

Sports Car Tire carry Michelin®, BFGoodrich®, Uniroyal®, Bridgestone, Goodyear, and other trusted brands. Check out our inventory of passenger, light truck, SUV, and performance tires.

Our customers have come to trust the service, quality, and knowledge you will receive at *Sports Car Tire*.

We are here to serve you!

LAND ROVER WILMINGTON

4310 Kirkwood Highway
Wilmington, DE 19808
(302) 992-9400

LandRoverWilmington.com



Delmarva trusted for 50+ years.

**CARS COST
LESS
WITH
PRESTON**



PRESTONMOTOR.COM

My TR3 - Part 2

Robert Gannon

FROM THAT.....TO THIS

Continued.....

Much time has gone by. Great work, close to perfection, takes time. The body was coming together. Welding, shaping, fitting, paint removal, etching primer, blocking, final primer.



My TR3 - Part 2

Robert Gannon

In the mean time small parts were being cleaned, sandblasted, powder coated or painted. The frame was disassembled and stripped and powder coated as well as wheels. The block and head were sent out to be cooked, magna fluxed and the head was mached with new valves, hardened seats, new bronze guides and fresh springs. Slowly the parts were accumulated in order for a complete assembly.



Automotive

We Repair All Make Cars

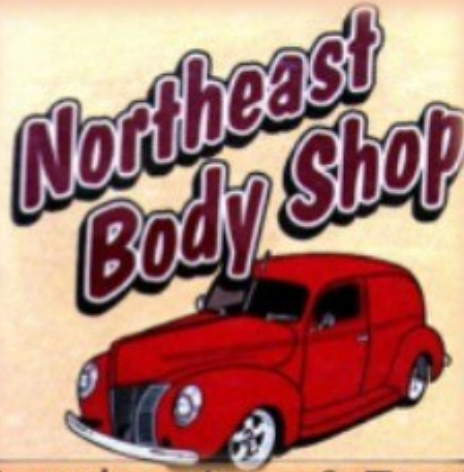
- Insurance Work
- Foreign & Domestic Car Work
- Corvette & Fiberglass
- Heavy Duty Truck Repair
- Towing Service

Phone: (302) 762-0100

FAX: (302) 762-6312

2510 Northeast Blvd.
Wilmington, DE 19802

WWW.NortheastBodyShop.Com



**COMPLETE AUTO & TRUCK
BODY REPAIR SINCE 1964**



PROUDLY SERVING

DELAWARE ■

MARYLAND ■

VIRGINIA ■

NEW JERSEY ■

NEW YORK ■

PENNSYLVANIA ■

800.852.9700

BATTERIES • STARTERS • ALTERNATOR FOR EVERYTHING!

- | | | | |
|----------------------|--------------------------|------------------------|--------------------|
| • Aerial | • Cell Phone | • Hearing Aid | • RV |
| • Alarm | • Coin Cell | • Industrial Equipment | • Security |
| • Alkaline | • Cordless Phone | • Jet Ski | • Sealed Lead Acid |
| • ATV | • Door Lock | • Laptop | • Snowmobile |
| • Automotive | • Emergency Light | • Lawn Mower | • Two-Way Radio |
| • Barcode Scanner | • Farm Equipment | • Lithium Powersport | • UPS |
| • Battery Packs | • Floor Sweeper/Scrubber | • Motor Scooter | • Utility Vehicle |
| • Button Cell | • Forklift | • Motorcycle | • Vape Mod |
| • Calculator | • Garden | • MP3 | • Video Camera |
| • Camera & Camcorder | • Golf Cart | • Power Tools | • Watch |
| • Construction | • GPS | • Power Wheels | • Wheelchair |

CUSTOM MADE WIRE & CABLE

WE KICK SOME AMPS! | WWW.TRISTATEBATTERY.COM

Billy Duck's 1997 Jaguar XJ6 VDP

(Billy is a new member and sent photos and a description of his car)

I bought the car a year ago in 2025, and it's my first Jaguar. As a kid I always loved the design of the XJ6 and especially enjoyed the wood trim and the tray tables on the VDP. My car has 120k miles on the clock and is painted in classic BRG. I'm working through some minor issues like with the air conditioning system and ABS system but the car has proven to be a reliable and enjoyable car to drive. In fact I've driven it up to one of the factories I manage in Williamsport PA on several occasions. Other than the terrible fuel economy the car is amazing to drive and is so comfortable. The car has basically become my daily driver often winning over a Mercedes-Benz that I lease. I've done all of the major services and even upgraded the stereo to have Bluetooth. Another interesting fact is that the car is a Canadian spec car so it has some unique features such as a block heater, heated front windshield, head-lamp washers, and day time running lights.

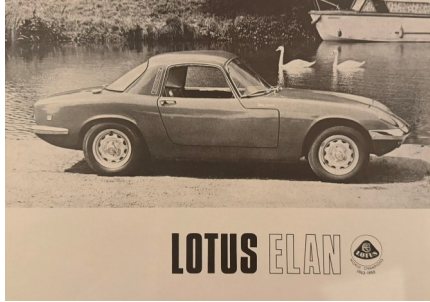


Featured Cars

**How Our Members Made Them Faster, More Reliable, More
Comfortable and/or Prettier**

Restomodding an Elan: Apologies to the Purists

Alan Hill



A lightly irreverent tour through the upgrades, compromises, and questionable life choices that make my Lotus easier to enjoy.

What Counts as a Restomod?

The phrase “restomod” means different things to different people. I like Trevor Mees’ interpretation: add a five-speed transmission and Wilwood brakes, make the purists and concours judges whimper quietly into their clipboards, and bring a large smile to my face. I’m a firm believer in driving our cars as much as we can, and modern upgrades can add a lot to that pleasure. I’m also fine with the fact that these upgrades are not for everyone. If my Lotus hadn’t already been heavily modified when it came into my stewardship, I probably wouldn’t have made some—if not all—of the changes now on the car. But I can also say I wouldn’t be nearly as confident driving it to all the places I get to enjoy it.

I’m confident the car was very similar when George Alderman sold it new in 1967 to the car he sold for a second time in 1995. That is when the story of this particular Elan really begins. I’ll count George’s stewardship from 1980 to 1995 as the third owner, but that’s a story for another day. It was the fourth owner who started the transformation into the car many of you are familiar with today. If you’re one of the Lotus aficionados who believes it was perfect when “Colin” did it, you may want to stop reading now and make yourself a calming cup of tea.

From Race-Car Intentions to Show-Car Reality

The modifications that began in 1995 were not what we would call a restomod today. I believe the original intent was to build a race car, which explains the 1970-period wheel flares fitted to make room for the widest wheels available. That transformation was to last five years, by which point the brief had quietly wandered off from “race car” and returned wearing a “show car” badge.

Electrics: Where Reliability Meets Smoke Management

It’s difficult to determine exactly when all the modifications occurred before the car came to me, but many of the electrical systems had been replaced, upgraded, modified, or were simply on their last legs. The Elan had been converted from positive to negative earth, a necessary change to move from a dynamo to an alternator. A PerTronix electronic ignition was installed, replacing a previous electronic ignition—I know this because I removed various orphaned parts that were no longer connected to anything useful. The PerTronix also required the tachometer to be rebuilt to work properly. Lotus originally fitted an electric fan to help with cooling, but that had been replaced with a modern version. Also installed was a high-torque reduction starter. While all these changes improve reliability and usability, I will confess that in the last five years I have replaced the PerTronix, alternator, and starter. The alternator failed, the PerTronix was a victim of the engine bay fire, and the starter was precautionary—it just didn’t sound quite right and occasionally didn’t fully engage, which is not the sort of suspense I enjoy.

Fuel, Batteries, and Other Things That Prefer Not to Catch Fire

One of the very first “upgrades” I made was replacing the electric fuel pump. This version of the Elan had DCOE Weber carburetors fitted as original equipment, and they require a low-pressure fuel supply. Too much pressure and the carbs leak the excess fuel. Fortunately, thanks to the crossflow nature of the twin-cam engine, leaking fuel does not drip directly onto the exhaust. Unfortunately, the distributor and coil live under the carbs, which can still end unhappily in what is technically known as a car-b-que. The fuel pump I inherited was a generic Posiflow-type pump of unknown pressure, so I replaced it with a Facet Silver Top fuel pump located in the boot by the fuel tank, along with a Malpassi Filter King pressure regulator mounted close to the carbs. Why not use the original mechanical fuel pump and avoid the extra complexity? Well, it’s common for fuel in the carbs to drain away when the car sits, making it hard to start. Many owners install a switched flow-through electric pump for starting, while still using the mechanical pump for normal driving.

While I’m in the boot, I also replaced the standard battery with an Odyssey Racing battery. These are small, light-weight, and can be mounted in any position. Mine is mounted under the boot floor, neatly out of the way of anything else in the boot. The original battery location was on the left side of the boot, but over the years the original mounts had vanished and a strap had been fitted to hold the battery against the side. Unfortunately, the side of the boot is also the outside of the car, and because the body is fiberglass, it now has the star cracks to prove that batteries and bodywork do not make good roommates.



Lighting and Safety: Seeing and Being Seen

To wrap up the electrical upgrades, I’ve also installed LED lighting and a high-level brake light. When the car is next out in public, the LED headlights will have been replaced again, this time with high-quality glass sealed-beam LEDs. Not all LED lighting is equal. Originally, I wasn’t using this car much after dark, and the headlights were mainly serving as day-time running lights. But on the occasions when I do need to drive at night, I’ve learned that quality counts—especially when the alternative is discovering the scenery by Braille.

Speaking of safety, another improvement was fitting three-point seat belts. The specification of my Elan suggests it should have had three-point belts, but when I got it, it only had lap belts—with the driver’s buckle quite literally hanging on by a thread. Because the Elan has that wonderful “men building cars in sheds” vibe, the molds are not perfectly symmetrical from side to side. As a result, I can fit a reel belt to the passenger side without too much drama, but the driver’s side is currently a static belt. Naturally, the driver gets the character-building option.

Drivetrain and Suspension: Down the Rabbit Hole

Moving on to the mechanical upgrades—yes, I hear you whimpering, “He’s not done?” The Elan was originally fitted with Rotoflex rubber couplings, commonly known as “donuts,” in place of CV joints as part of the independent rear suspension. They have their benefits, including adding a little give, or “windup,” in the drivetrain. But they can fail, and when they do, they can cause a fair amount of damage in the surrounding area. My Elan carries scars from this in its past. The car has since been fitted with a CV joint upgrade, a very common Elan modification with several versions available. While the CV upgrade was already on my car when it came into my life, there are related upgrades that are often overlooked and—you guessed it—were not on my Elan. The first is a differential brace. Without the give from the donuts, the forces can damage the differential mounts—not the mount itself, but the aluminum ear that is part of the Lotus casting used to mount the differential. The brace is cheap insurance and was used on the Elan Sprint, the most powerful Elan Lotus produced. It wasn’t easy to install with the body in place, but it is installed now.

The second related upgrade is limited-droop rear suspension. Oh dear, I can hear you thinking, Alan is geeking out again. In simple terms, this means that when you jack up the car, the suspension does not extend beyond its usable limits. With a CV joint conversion, the standard suspension can extend far enough to push the CV joint beyond its limits and cause damage. Although my Elan had been upgraded with adjustable shock absorbers at some point, it was still using its original springs and did not have anti-droop capability. This led to another upgrade that is much easier with the body and chassis separated. Naturally, I installed a fast-road suspension setup from UK Lotus specialist Tony Thompson with the body still on the chassis. Consider this: there are only eight bolts holding the body to the chassis, and it requires four average people to lift it off. Yet I insist on struggling to install parts with the body still attached.

Anyway, back to the suspension. The fast-road setup gives me the ability to adjust both spring height and shock absorber rebound. For normal road use, this is probably overkill. For this Elan, I feel it is essential, because it allows me to tune the car for the wider wheels and tires I mentioned way, way back near the beginning of this tale. The original Elan had 13-inch wheels with 145-section tires. My car has 15-inch wheels with 195/45 tires. While this gives the Elan a modern show-car—or shall we say “restomod”—look, it does take away some of the lightness in the steering for which the Elan was famous. It still retains the directness of the steering, though. I should also mention that all the rubber bushes in the suspension and steering have been upgraded to polyurethane. I know that is not everyone’s choice, as it removes some of the compliance of rubber. And, like LED lights, not all polyurethane bushes are equal in quality. These were selected as part of the suspension package, not thrown at the car in a moment of late-night internet weakness.

Brakes: Stopping Is Still Strongly Recommended

While I don’t have the brake upgrades of Trevor’s E-Type, I do have EBC Greenstuff brake pads and braided flexible brake lines. A previous owner installed stainless steel brake lines, but I’m unsure whether I will keep them. They were poorly done and require overtightening to seal, as stainless steel does not “give” in quite the same way as copper-nickel. Upgraded brake kits are available, ranging from the larger caliper size used on the Plus 2 Elan to multi-piston calipers with ventilated discs. In other words, there are options when I choose to go down that particular path.

What Comes Next

Future upgrades will include a five-speed conversion, although the options are very limited with a factory chassis, as the available space is just enough for the original four-speed. This is definitely a body-off task, since the chassis needs to be modified to fit it. A much simpler upgrade will be fitting modern electric window motors. A kit is available that uses Delco motors, which work better and are more reliable than the English Ford Escort wiper motors Lotus repurposed for the job. That sentence alone tells you a great deal about Lotus.

The Reveal, Eventually

Well, congratulations if you made it this far. None of this is especially photogenic, so I've included pictures showing how the car would have looked when new, how it looked when I bought it, and how many of you have become used to seeing it. I can let you in on a secret: the next time you see it, it will look different.



1964 Jaguar E Type

Trevor Mees

My brother and I bought the E type in 1984. We were living in the UK with few thoughts about moving to the USA. Our target was to buy an old car, restore it and sell it on for a profit.

Ah the best laid plans!

We found the ideal car. A 1964 E Type that had been abused and was rotting in a garage (they make TV shows about such things now). £1,750 changed hands and we owned it.



Anything would be an upgrade



The subsequent restoration, in England, didn't include any upgrades but the result was a rather nice car in British Racing Green with a Biscuit interior. We couldn't bring ourselves to sell it.

So, when both of us found ourselves Stateside the car had to come with us. In 1997 she arrived at British Racing Green in Newark, DE. I became the caretaker when Gary moved to AZ.

By 2007 or so the car was beginning to show the age of its restoration so I had her painted in Emerald Green Metallic by Chris Haislett (remember him?), a modern (2002) Jaguar colour. I'll count that as an upgrade but the real stuff began in 2018ish.

A trip to Wings and Wheels had caused her to overheat. I discovered that the fan motor had conked out. Cue first upgrade - a radiator mounted fan. It hasn't overheated since.

I'm not sure how things snowballed from there but now she has: 1) vented discs all round with Wilwood calipers on the front - the brakes are more car-stopping than heart-stopping now, 2) Pertronix electronic ignition, 4) a lightened flywheel, 5) an upgraded clutch, 6) a high torque starter and 7) a 5 speed gearbox - no more crunchy gearchanges.

Lastly I completely redid the interior in red. She looks a treat now.

After all that we decided to sell after all. Gary is 3000 miles away and I rarely drove her, mainly due to the difficulty of getting in and out.



LBC (Little Blue Car) Drivability Upgrade

Greg Bell

When I received my 1967 Sunbeam Alpine 20+ years ago it had been "Redone" at some point and desperately needed help. We cleaned out the mice carcasses and nests out and started repairs. After rust repair, paint, interior replacements and new seals it was time to replace the cracked block engine that barely ran. When the promised rebuilt engine didn't show up on time I bought a used "ran when parked" engine to get by. When the rebuilt engine finally arrived it ran but was not very exciting.

I took the used engine and had it modified a bit. I had lightweight forged Chevrolet rods installed. The crank was turned to fit the new rods which added .10 inch stroke. The engine was bored 35 over with custom pistons to match the rods and is running a 10:1 compression ratio. The displacement went from 1725 to 1820. The head has Vizard mods to unshroud the valves to make it flow better and has custom valves and springs and modern oil seals. The higher lift cam was chosen to give good street performance. The flywheel was lightened and everything was balanced. I had it dyno tested and the car showed 112 lbs of torque across a very wide band and 100HP to the wheels which is about 30 more than stock. I have a series 4 Sunbeam intake with a Weber 32-36 downdraft carb. The old Stromberg side draft carburetors were starting to fail and parts were not available and this is a little easier to adjust and get parts for. The distributor was rebuilt by Advance Distributors with an advance to match the engine mods and has a Pertronix ignition along with a higher output coil and better spark plug wires.

I also have a higher output GM alternator and a gear drive starter. They don't make it run better but make it more reliable and easier to start. I also had the radiator re-cored and added an electric fan for better cooling. I have added an electric fuel pump which makes starting easier. An overflow tank for the radiator eliminates coolant loss. I replaced the 13 inch wheels with 15 inch Libre/Daisy style alloy wheels for better tire selection. Brake and park lights have been upgraded with much brighter LED bulbs so the car is easier to see in the dark. Dash and interior lights have also had LED upgrades.

While it won't accelerate like a V8 Tiger it is very peppy and seems to have performance equivalent to a modern car. It is not left in the dust at stoplights. It has a standard 4 speed so at 70-80 MPH it is running at 4000 RPM (which is noisy) but still moves well when I need to pass someone. While a 5 speed transmission upgrade is possible, it is not needed for local driving. I get 18-22 MPG around town and 27-30 on the highway. It all depends on how hard I drive it. On a 2500 mile trip several years ago I got about 28 MPG.

Before Upgrades



After Upgrades



Carplay for a Jaguar XK8

Jack Long

My 2004 Jaguar XK8 came with the factory navigation system, which still works but is very Stone Age for 2026, using a tiny joystick to enter addresses one character at a time. So I updated it by adding an Apple Car Play screen. It mounts via suction cup to the original nav screen, and plugs into the cigar lighter, so no modifications to the car were needed and it's completely reversible. It connects wirelessly to my iPhone, has either voice or touch screen control, and gives me access to every iPhone app on a much larger screen. I can even play Sirius FM on it by using the Sirius app on my phone.

It broadcasts on an FM transmitter so I can play phone calls, music, and map directions through the original car stereo. I routed the black power wire tucking it by under the console sides so it's barely visible against the black interior. The suction cup mount allows me to angle it for best visibility although it does glare in bright light with the top down.

Best part of all, it set me back a whole \$45 as an Amazon Prime Day purchase. Here are some screen shots showing some of the various functions.



MGC upgrades

Margaret Bell



When we got the MGC 9 years ago it had already had the engine rebuilt and the Borg Warner 35 automatic transmission had been replaced with a rebuilt GM 700R4 3 speed with overdrive automatic transmission. It had new larger Austin Healey 3000 HD8 SU carburetors that we added Jaguar float bowls to. It had an aluminum Griffin radiator (lowered to increase external air flow) with Scirocco electrical cooling fans controlled by a thermostat. It had Downton Works replica headers with dual exhausts.

It has an uprated 55 amp Bosch alternator, a single 12 volt battery and a battery cut-off switch. The canister oil filter has been replaced by a spin on type. Hydraulic lifts have been added to the hood and trunk lid. A GPS speedometer had been added to replace the original which did not match the GM transmission. The car cruises at 2500 RPM at 70-80 MPH and gets excellent gas mileage.

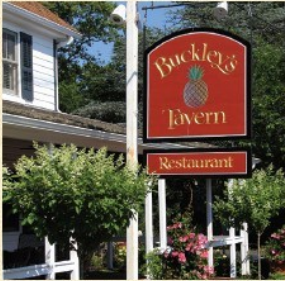
We rebuilt the inoperable seats and had them covered with cloth material so we didn't have to sit on hot vinyl. We took headrests from a junked Chevy Trailblazer and modified them to fit the MG seats. The car was received with a quick steering rack with smaller 14 inch steering wheel. It was very hard to turn so we put a 15 inch steering wheel on but was still very hard to turn because of the changed steering rack and heavier engine. We have now added an Electric Power steering unit from EZ Powersteering which makes turning much nicer.

When we replaced the top we got one with a zip down rear window. We were able to drive the car comfortably in sunny 100+ degree heat on a 2500 mile drive in the Southwest several years ago. All of the changes make it a great car for long drives and easy to drive around town.

Food and Drink

**Buckley's
Tavern**

We salute the great British car marques like
Aston Martin, Bentley, Daimler, Jaguar, Lagonda,
Land Rover, Lotus, McLaren, Mini, Morgan and Rolls Royce.
After a spin in your favorite ride, stop by Buckley's Tavern
for some delicious food and a pint of your favorite brew!



LUNCH & DINNER 7 DAYS
5812 Kennett Pike
Reservations: 302-656-9776  buckleystavern.com



1203 North Lincoln Street, Wilmington, DE 19806

[Goober's Diner - Trolley Square, Wilmington, DE \(goobersdiner-de.com\)](http://Goober's Diner - Trolley Square, Wilmington, DE (goobersdiner-de.com))



Chick-fil-A Elkton
1100 E Pulaski Hwy, Elkton, MD 21921
410-392-9494
Hours: Mon - Sat 6:30 AM - 10 PM Closed on Sunday
Harry Marcus-Owner/Operator
<https://www.cfarestaurant.com/elkton>

Established in Downtown Wilmington, Delaware 1935



**Deerhead
HOTDOGS**

Deerhead Hot Dogs has been a Wilmington area tradition since 1935,
beginning with our Secret Sauce. <https://www.dhhotdogs.com>

Center Pointe Plaza Only  WE DELIVER WITH DOORDASH ORDER NOW >	1233 Churchmans Rd., Center Pointe Plaza Newark, DE 19713 302-266-9333 <u>https://www.dhhotdogs.com</u> 620 S. Maryland Ave., Wilmington DE 19804 (302) 998-4191 <u>https://www.dhhotdogs.com</u>
--	---

The Allard

David Back

ALLARD, began as a phenomenon of the Automotive Renaissance , the exciting years immediately following World War II. Sydney Allard's approach was the antithesis. His cars were pure utilitarian machines, crude products of a single-minded effort to harness brute torque and horsepower and most effectively apply it to the road. They were race-bred lines fostered by charismatic genius, that earned immediate respect on the road as well as on the track. The quality and finish on Allards was considered rough even in its heyday. Allard's engineering and workmanship were sometimes described as the fruits of an inspired blacksmith. The frame cross members were fabricated from used water pipe, and the bodies were finished with an almost begrudging use of paint. Paint, after all, was added weight that did nothing to further speed or performance. Sydney Allard was a racer, first and foremost. He got into commercial auto production mainly to provide a basis for his sports pursuits. The J2 was the most famous of all Allards, only 90 were built between 1950 and 1951. Untangling the web of which cars had which engines is nearly impossible. The J2 was a platform to house several engines. Typically the U.S.-bound cars were shipped across the ocean with no engine, then one was fitted to customer specification. The standard J2 engine in Britain was a 85 hp, 3.6 L flathead V8 engine from the Ford Pilot, a 110 hp 4.4 L Mercury V8, while American enthusiasts fitted their cars with an Oldsmobile, Chrysler, or the factory Cadillac, with a rated 160 bhp at 3800 rpm and 312 lb-ft of torque at 1800 rpm, and easily improved upon. This powerful engine made the J2's reputation. The J2 was the ultimate British hot rod, they seldom broke, and it was very difficult to beat. The quality and finish on Allards was considered rough, as Allard's engineering and workmanship were described as the fruits of an inspired blacksmith. The frame cross members were fabricated from used water pipe, and the bodies were finished with an almost begrudging use of paint, which after all, was added weight that did nothing to further speed or performance.

J2 SPECIFICATIONS: Years Produced: 1949 to 1952, Quantity Produced: 94, Existing: 82 (87%), Length: 148", Wheelbase: 100", Track: 56" Front / 52" Rear, Steering: Marles, Front Suspension: Divided Front Axle, Rear Suspension: deDion, Weight: 1,700 pounds (dry), Wheels: 16", Tires: 16 x 5", Fuel Capacity: 20 imp gallons, Engine: Ford-Ardun / Cadillac / Lincoln

SUCCESES: 1950 Le Mans, 3rd, 1950 Watkins Glen, 1st, SCCA, many.



Frazer Nash

David Back

Frazer Nash was an innovative British sports car manufacturer founded by engineer Archibald 'Archie' Frazer-Nash in 1922. Famous for its unique chain-drive transmission and handmade agility, the brand produced iconic models like the TT Replica before transitioning to successful post-war sports cars with Bristol engines. In 1927, the original company faced financial collapse and was reorganized into AFN Limited. In 1929, Harold John (H.J.) Aldington took control of the company. Under his leadership, Frazer Nash became the official British importer for BMW cars in 1934. The company manufactured about 85 cars after the war before officially ending sports car production in 1957. During World War II, Archie Frazer-Nash successfully pivoted the company to manufacture hydraulic gun turrets for bombers like the Avro Lancaster. Over the decades, the business evolved into an aerospace, defense, and civilian engineering company.

The Frazer Nash Le Mans Replica is a legendary British sports car. It was born after a brilliant third-place finish at the 1949 24 Hours of Le Mans. Renowned for its lightweight design and agile handling, this nimble racer was built to conquer both road and track.

The Origin Story.

Originally introduced at the 1948 London Motor Show as the "High Speed" or "Competition Model," the car was designed with close ties to the pre-war BMW 328. It utilized a tubular chassis and an advanced six-cylinder engine built by Bristol. The Le Mans Breakthrough In 1949, the factory entered a mostly stock Competition Model into the grueling 24 Hours of Le Mans. Against larger, more powerful factory cars, drivers H.J. Aldington and Norman Culpan drove the nimble Frazer Nash to a shocking third-place finish overall. Because of this massive success, the factory rechristened the model as the "Le Mans Replica".

Mechanical Ingenuity.

The Le Mans Replica was a masterclass in power-to-weight. The engine, a 2.0-liter Bristol six-cylinder engine that produced roughly 120 brake horsepower (bhp) with a dry weight of an incredibly light, near 1,500 pounds (680 kg). The suspension used transverse leaf springs in the front and longitudinal torsion bars in the back. Racing Dominance was assured thanks to its light weight and perfect balance, the Le Mans Replica easily out-cornered and out-braked much larger competitors. Its motorsport resume includes the Targa Florio in 1951, when Italian driver Franco Cortese drove a Le Mans Replica to an outright victory. Another Le Mans Replica was shipped to New York in 1952 where American racers Larry Kulok and Harry Grey picked it up at the port and drove it to Sebring to break it in. They won the inaugural Sebring 12-hour race this factory-diverted Le Mans Replica. (It was supposed to go to Australia). Between 1949 and 1953, Frazer Nash built approximately 34 to 60 copies of the car.





15 Hagerty Blvd
STE B
West Chester
Pa 19382



Cloverleaf Auto Service

*Keeping British Cars on the road, show field, track
and rally course since 1975*

*Stop in and say "Hi." You never know what you may
see on any given day. A TVR, or perhaps a Marcos,
maybe the first Triumph 2000 from the 1940's, It
may be a SS100 Jaguar Cabriolet, or a TR6*

Perhaps a Frogeye or a MGTC with a super charger

OE, Resto-Mod, Daily Driver

*One stop for all your car's repairs, upgrades and
services*



610-647-
5954

ralph@cloverleaf-auto.com



Automotive



EDWARD J HENRY & SONS
AUTO BODY
- Est. 1943 -

**Auto Body Specialist
and Collision Repair
in Wilmington DE**

**Edward J. Henry &
Sons Auto Body**

Zach Dillard, Owner

2300 W. 4th Street
Wilmington, DE 19805
(302) 658-4324

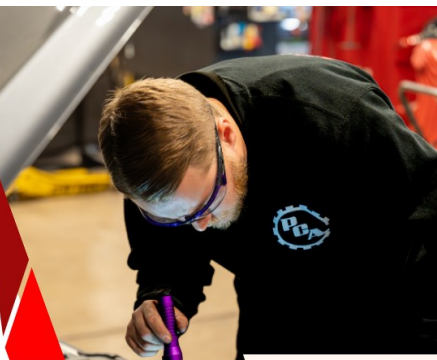
<http://www.henryautobody.com>



**PAUL CAMPANELLA'S
AUTO CENTERS**

CELEBRATING 40 YEARS IN BUSINESS!

- We have proudly served more than **100,000** customers with **3,000+ 5 star reviews!**
- 6 Locations - **Pike Creek, Wilmington, Hockessin, Kennett Square, Swarthmore & Talleyville!**
- Our mission? To change the auto industry each day with the **most skilled, honest, transparent, and convenient auto service centers!**



WHY CHOOSE US?

- Complementary Car Health Check Ups ✓
- Complimentary Shuttle Services, Loaner Vehicles and Towing ✓
- ASE-certified technicians and master technicians ✓
- Financing Options Available ✓

Contact Us
302-600-2505

Visit Our Website
www.campanellas.com

2026 RACE SCHEDULE

ATTENTION: OPEN RED TIRE

Facebook: Nicholson Speedway Inc. Website: www.nicholsonsspeedway.com Email: info@nicholsonsspeedway.com

Located at: 9836 Earl Nicholson Rd., Chestertown MD 21620

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

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 • 🌐

davidrback@aol.com

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

Restoration • Maintenance • Paint & Body



Services ranging from routine maintenance to full restoration for your classic and collectible vehicles.

Now performing collision repairs, working with most collector vehicle insurers.

917 E. Tolna Rd, New Freedom, PA 17349

www.TreasuredMotorcars.com

717-227-6787



Follow us on Facebook and Instagram or visit our website for on-going projects and Open House & Car Meet dates

**Enjoy your treasured motorcar
the way it was meant to be**

Automotive



BLOCK BLUEPRINTING AVAILABLE!

on our RMC V30 CNC Block Machining Center
BUILD YOUR ENGINE TO THE FACTORY BLUEPRINT!

Cylinder Blocks Honed on our NEW
Rottler HP7A Precision Cylinder Hone

Cylinder Head Rebuilding, Crankshaft Grinding,
Connecting Rods, Flywheels, Engine Balancing, Crack Checking



ALL ENGINE MACHINING DONE IN-HOUSE USING STATE OF THE ART EQUIPMENT

ALL ASPECTS OF ENGINE WORK • FROM FLYWHEELS TO REBUILDS!

**OVER 40 YEARS OF EXPERIENCE
BUILDING ENGINES**

2317 N DUPONT HWY • NEW CASTLE, DE
302.652.3733 • WWW.ALDERMANMACHINE.COM

YOUR DREAM, OUR PASSION



RESTORE, REPAIR AND MAINTAIN YOUR VINTAGE
AUTOMOBILE TO THE HIGHEST INDUSTRY STANDARDS.

Gatsbyautoworx.com | 336.516.7009

[gatsbyautoworx](#)

[gatsbyautoworx](#)

GATSBY
AUTOWORX
RESTORATION & COACHWORK

Food and Drink

PAUL CULLEN WINES FROM BAD COMPANY TO WINE COMPANY

Prosecco d' Treviso: The Roadie

Lambrusco d' Emilia: Fizzy Red

Roero Arnies: "Little Rascal"

Rockin' Rosso: Nebbiolo (Barolo grape) Cabernet Sauvignon

Rockin Rose': Nebbiolo Barbera

Barbera d' Asti: Refreshing Red

Moscato d' Asti: Perfectly Sweet



From Private Chef, Sommelier,
Guitarist and former **Bad Company**
bassist, Paul Cullen
BUY LOCAL or ONLINE
www.paulcullenwines.com



Delaware Beach Collection
Cruise into a beachside classic with
our Delaware Beach Collection.
BEACH INSPIRED EVENTS, AMENITIES AND ACCOMMODATIONS

Hyatt Place Dewey Beach Crosswinds Rehoboth Beach
Hyatt House Lewes Rehoboth COAST Rehoboth Beach

EXPLORE OUR HOTELS & BOOK YOUR EVENT
www.delawarebeachcollection.com | 302-581-3314

Close-up of Hand Holding
Pencil over White Background

VICTORIA'S
Restaurant
Oceanfront, on the Boardwalk!
IN THE BOARDWALK PLAZA HOTEL
REHOBOTH BEACH, DE
VICTORIASRESTAURANT.COM
(800)33-BEACH

Local Businesses



<https://www.dbenational.org>

The UPS Store



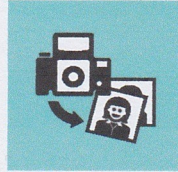
PRINTING SERVICES



MAILBOX SERVICES



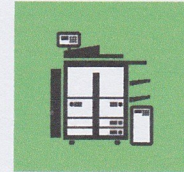
PACKING SERVICES



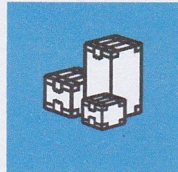
PASSPORT/ID PHOTOS



INTERNATIONAL SHIPPING



COPY SERVICES



MOVING SUPPLIES



NOTARY SERVICES



FAX SERVICES

4023 Kennett Pike
Wilmington, DE
(302) 429-9780

store1391@theupsstore.com
theupsstorelocal.com/1391

Copyright © 2017 The UPS Store, Inc. MS410_15880317



<http://www.lewespuzzles.com>

(302) 645-8013

EXERCISE YOUR MIND!

Find us on



<http://www.lewesgourmet.com>

(302) 645-1661

Local Businesses



Monument
Sotheby's
INTERNATIONAL REALTY

GEORGE HOBBS

Broker
Licensed in DE, PA and MD

(c) 302.545.5263
(o) 302.654.6500
george.hobbs@sothebysrealty.com
Brandywine Valley Office
5701 Kennett Pike, Wilmington, Delaware 19807

Each office is independently owned and operated. 





HARVEY HANNA specializes in real estate development, redevelopment, and property management for *hospitality, commercial, retail, and industrial* clients throughout the Mid-Atlantic – all focused on boosting underserved areas and cultivating a culture of giving back.

WHAT CAN WE BUILD TOGETHER?
Visit www.HarveyHanna.com to get started!

More jobs. More community growth. More long-term economic impact.

302 323-9300 / 405 E MARSH LANE – SUITE 1 / NEWPORT, DE 19804

We Are Here To Serve You!
Perfect Policy Matching • Transparency • Competitive Pricing • Quality Service

CALL TODAY!
302-283-1880



WOLFF
INSURANCE AGENCY

www.WolffInsuranceAgency.com

Mystery Car

1946 Morris 10 - 1938-1948

The Morris 10 was first introduced in 1932. The 10 stood for the 10 horsepower tax bracket and the car's 1292cc 4 cylinder side valve engine made 24hp at 3,200 rpm. Confusing isn't it? This won't help - a 1378cc 6 cylinder version was introduced in 1933 with a blistering 27hp.

Initially there was a saloon and a 2 door coupé but soon a 4 door tourer and two seater with a dickey seat were added.

For sportsmen a Ten Six Special was offered with twin SU carbs and cutaway doors.

In 1938 an 1140cc OHV engine was introduced and the body shape changed to what you see here and persevered until 1948. (the grille was refined after the war). Only the saloon body was offered to the public but during the war the military got pick up truck bodies as well.



+++++

How about this one?

Email trevormees@outlook.com



Abingdon Spares



800 225 0251

**MG Parts
and Service**



Automotive

**Confidence Comes
Standard.**



At Union Park Automotive Group, we prioritize your peace of mind. Explore our selection of BMW, Honda, Volvo, and Buick GMC vehicles, along with luxury pre-owned and reliable used cars. With our certified Collision Center and dedicated team, we ensure exceptional service. Visit us today and experience the difference!

Union Park
Driving Expectations.



Union Park Automotive Group | 1704 Pennsylvania Avenue | Wilmington, DE 19806 | 302.658.7245 | www.UnionPark.com

NEW CASTLE AUTO UPHOLSTERY

.Convertible Tops

.Headliners

.Leather Interior

.Cycle Seats

.Truck Accessories

.Cassic / Antique

Interiors Restoration

.Marine Canvas Tops

& Interior

(302) 995-6777

306 E. Ayre St., Newport, DE 19804

<http://www.newcastleupholsteryde.com>
[newcastle_auto@Instagram](https://www.instagram.com/newcastle_auto)

**HENDRIX
WIRE WHEEL**

**Tire and Wheel Sales and Service
Wire Wheel Truing and Balancing**

www.hendrixwirewheel.com

Automotive



Discover the
LOTUS EMIRA

Lotus Philadelphia
4019 West Chester Pike
Newtown Square, PA
LotusPhiladelphia.com
610-871-5052

LOTUS PHILADELPHIA

*Whether insuring
a priceless historic
vehicle or a
weekend cruiser,
no one knows
more about
insuring collector
cars than Grundy!*

Agreed Value.

**Unlimited
Mileage.**

No Deductible.



***Values Increase.
Our Rates Stay the Same.***



***Call or visit us today
for a quick quote!***
www.grundy.com | 866.338.4006

Grundy
INSURANCE



**K&T VINTAGE
SPORTS CARS LLC**
Bethlehem, Pa.



National Award-Winning
**Restorations
& Repairs**



Ken Beck, Owner
www.ktvintagecars.com 484-281-8085

Automotive

Proudly Serving Philadelphia
For Over 100 years.



Rolls-Royce Motor Cars Philadelphia



Bentley Palmyra N.J.

F.C. KERBECK



Route 73, Palmyra, NJ • www.kerbeccars.com • 1-800-KERBECK

i.g. Burton
Auto Group

DRIVEN BY TRADITION.

PROUD SPONSOR OF THE
**BRITISH CAR CLUB
OF DELAWARE.**



igburton.com

PASSION
IT'S WHAT DRIVES US.



LOOKING FOR A SHOW WINNING RESTORATION OR
REPAIR FOR YOUR CLASSIC CAR?
OUR SKILLED CRAFTSMEN
WILL BRING YOUR PROJECT TO PERFECTION!



PERKASIE & POTTSTOWN, PA • 610.323.7108 RAGTOPS.COM



North American MGB Register

P.O. Box 876
Downers Grove, IL 60515-0876

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 60 pages of useful information with the right mix of Technical and Member information.



Technical Help

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



Dash Plaque

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



Window Sticker

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



Mutual Aid Directory (MAD)

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



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



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.



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 classified 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.



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

Do you want to know more about the North American MGB Register? Check out our website at: www.namgbr.org

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?

Go to the website and either download a PDF membership form and mail with a check or instantly join via Credit Card



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

Advertising in The British Diamond and Sponsoring The British Car Club of Delaware

"We would like to have local businesses advertise in the "British Diamond" newsletter. Please contact Don McDonald (mcd62218d@aol.com) for details on pricing.

Current Sponsors:

Paul & George Alderman
Charles A. Allen, Jr.
Russell Applegate
Charles Burton
Anthony & Paul Campanella
Robert Childs
Paul Cullen
Chris Cuthbert
Vince DiFonzo
Zach Dillard
Coley DuPont
Alison Griffiths
Josh & Jim Grundy
Thomas (Thom) E. Harvey III
Allen Hendrix
Dr. & Mrs. Stephen L. Hershey
George Hobbs
Charlie Kerbeck

Frank Kerbeck
Vance Kershner
Harry Marcus
Frank McMahon
Jason Olmsted
Luke Phipps
David Prueitt
Christopher Riofski
The Scala Family
Tim Southerst
Ralph Steinberg
Andrea Stock
Gary Sutch III
Jon Talkington
Les & Virginia Truonzo
Jim Ursomarso
JR Walker
Ludie & Eben Warner
Peter Wolff
Jennifer Zerby

Brandywine Motor Sport Club
Chesapeake Bay Motoring Festival
Kent Island Yacht Club
St. Michaels Concours d'Elegance