British Diamond

October 31, 2026

Wes Marks' Jaguar XK8 Coupé

I'm a member of the Club, although I haven't been very active - I take care of my 90's plus in-laws most of my free time. Anyway, I thought I'd send a photo of my XK8, she is a 2000 that was ordered in Oct 1999 and arrived in the states on Jan 6, 2000 and was delivered to Dad in Connecticut on Jan 17, 2000. The Jag was a special order by my father in law with the Alpine Green paint and Ivory leather interior. She has 21,000 miles on her and everything is original except the tires which we replaced with Michelins. Dad gave me the car 5 years ago when he moved down to Delaware with us and didn't have a big enough garage for 2 cars. The photo was taken at Holts Landing State park, near Ocean View Delaware



British Car Club of Delaware

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From the Editor

You may notice a few subtle differences from the last issue. Microsoft has discontinued supporting Publisher, which I have used to build BD for many years. Since I have Word on my computer, I am trying it out as an alternative. The two are very different in the way they handle text and images so please bear with me while I work out how to do it. Feel free to send comments or suggestions.

Keep the submissions coming to give me something to work with.

Trevor

The President Speaks!

The two months since my last message have passed remarkably quickly. Autumn is always a busy season for activities, and since the last edition of the Diamond, Fiona and I have driven the Lotus 2000 miles with trips to both West Virginia and Canada. I hope my account of the trip to Stowe with the little sojourn to Canada will make this month's editing cut; my article on the West Virginia trip, undertaken as part of America's British Reliability Run, will hopefully be ready for the next edition. I would also like to thank the Club and its members for their generous donations to the Reliability Run. The total raised by the event currently stands at $75,000 from all the entrants, and we hope to attend the presentation of the check to The Shriners Hospital later in November.

I am pleased to announce that Marian Sundstrom has officially assumed the role of Club Treasurer. On behalf of the Board and myself, I extend our sincere thanks to Marian for volunteering for this position. We also express our gratitude to Calvin Jackson for his many years of service as Treasurer.

This edition of the Diamond will likely feature a different look and I'm excited to see what Trevor has been able to achieve with the retirement of Microsoft Publisher. Any change like this is sure to throw out the odd googly just when you least expect it.

On a sad note, I extend my deepest sympathies to Mike Tyler and Duane Brown on the passing of Pat and Becky, respectively. Mike and Pat Tyler have been active members of the Southern Chapter for many years, as have Duane and Becky Brown in the Northern Chapter.

Although Club activities begin to wind down at this time of year, I hope to see many of you at our annual Holiday Party that will once again take place at the Mapledale Country Club in Dover on December 13 at 1 p.m. Tickets are available through Eventbrite.

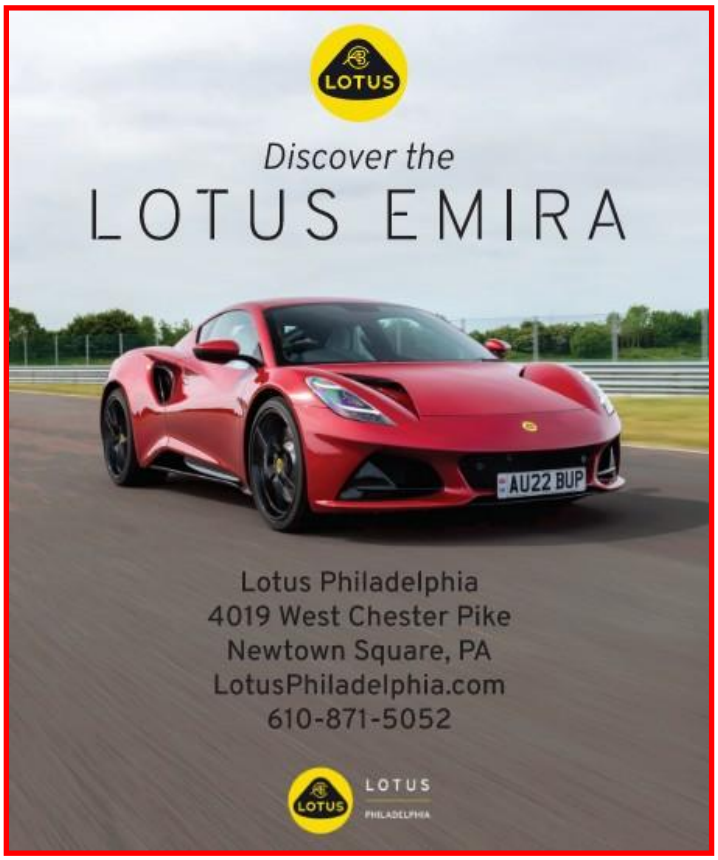
As this is my final message before the festive season, I wish everyone a safe and happy holiday season. I look forward to seeing many of you at our upcoming events.

Alan Hill

(Ed.) Here are links to Pat's and Becky's obituaries:

Patsy Tyler Obituary, Age 85 - September 22, 2026 - Lewes, Delaware

Rebecca K. Brown | Chandler Funeral Homes Delaware





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Richard Speck

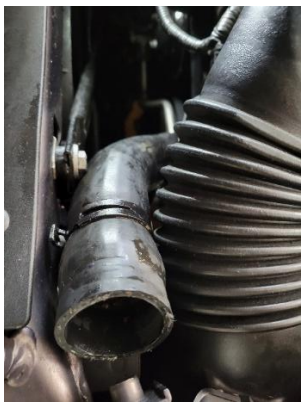
Changing the Water Pump on My 2008 Jaguar XK

On June 11, 2026, I started to take off the various parts of the cooling system to replace the water pump. I first located and opened the drain from the radiator and captured the coolant in two basins. I strained the coolant into a gallon jug through cheese cloth to remove any particulate matter so I could reuse it if needed.

The temperature was above 90 degrees Fahrenheit in the garage. I bought a rechargeable portable fan to circulate air as I sweated to do the work. I had looked online at the Jaguar Forum to see what needed to be done. One post by panthera999 described how to do the job without taking the hood off and removing the radiator. Since I have small hands, I thought this was the way to go.

First, I had to remove connections of various cooling hoses and air filter hoses. Then I had to move them out of the way so I could get access to the water pump. Loosening the serpentine belt takes some doing to move the tensioner enough to slip it off the pulley.





Mike Salino came over to add moral support. He held the flashlight as I delved into the inners. Here is a part of the instructions of what to do:

3. Unclip the two large hoses at the thermostat assembly. Unclip an in-the-way hose to the egr area and fold it back. Remove the throttle body electrical connector and fold it out of the way. You'll see what blocks access to the pump and pulley.

4. This is a nice time to replace the two large hoses, and any others you want going to the throttle body and EGR area. With the hose clip tool, replacing the hoses is very easy.

5. Break loose the three bolts on the pulley. Don't remove them.

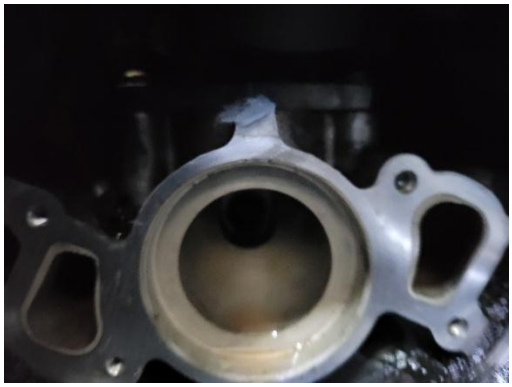
6. You need to un-tension the belt tensioner. Needs a good long 3/8" wrench to lever it over -- it's pretty strong. Slip the belt off the tensioner pulley and release it. (i chose to replace the belt and tensioner as a pm, but you don't have to.)

7. Back to the pump. At this point, you'll have plenty of room to do the job. Put a pan under the area to catch dried coolant, dirt and remaining coolant.

Once all this was done, which took several hours to loosen and move, I could start taking the pulley off and clean it. Of course, the bolts holding the water pump on were not easy to reach. Also, some of the bolts were worn and I had to go buy a new set of bolt extractors. That made the removal much easier. I finally removed all the bolts and the water pump came off. I discovered a piece of plastic stuck in the blades of the pump. Was this a cause of leaking? It looked like the end of a connector to a hose.

I cleaned up the engine where the pump fits. It was filthy with grime.

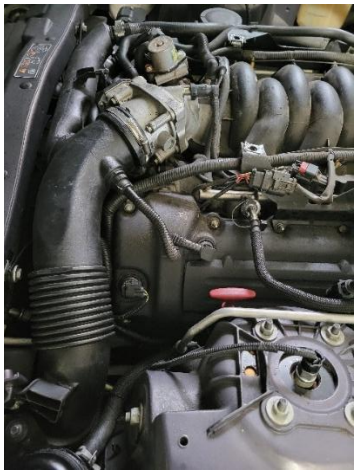




I bought new bolts to replace the old ones and started the installation. Of course, they were 10 mm instead of the 8 mm bolts that were removed. But they worked great. Using a new gasket and Permatex, I installed the new pump and tightened the bolts.

Then I had to reconnect all the hoses that had been removed or held away from their proper place. The hardest part was reinstalling the serpentine belt. Using a ratchet wrench and a two-foot piece of PVC pipe for leverage, I could move the tensioner enough to put the belt back in place. Of course, during the reinstallation, I dropped a screwdriver into the engine. Using a telescoping magnet, I finally removed it. I also dropped a small ratchet wrench and got that out also.





Once that was done, I had one more task. The coolant expansion tank had been damaged when I was changing the right front shock and was repaired by Terry Young last year. I had ordered a new one and had it

ready to replace the old one. The process is to remove a screw at the back, remove the connecting hoses and slide it forward. One small problem. There is a support bar that prevents moving the tank far enough forward to lift off. The bolts are T50 Torx and I had to order a set of larger Torx bolt sockets to remove the two bolts. Then the support bar needs to be moved back enough using a lever and then remove the old expansion tank. I put the new expansion tank in place, reconnected all the hoses, tightened the bolts and the screw.

Then it was time to refill the coolant. Making sure the radiator drain was securely closed, I added fresh coolant to the system. After a lot of bubbling, I added more. Using the internet, I learned to let the fluid settle, add more, and then when it seemed to be steady, start the engine and turn on the heater to the highest setting. This ensures that the heater core valves are open. I ran the engine at 2000 rpm for a few minutes to warm the engine so that the thermostat and cooling fans were operating. I let reh engine cool and checked for any fluid reduction in the expansion tank. I had to add a little more fluid. And then I was done.

I took the Jaguar out for a test run and all functioned normally. I will continue to monitor the expansion tank for any additional reduction, but I think I have finished the job. While the experts say that changing a water pump should only take about three hours, it took me three days since I had to obtain the right tools and had to take breaks in the hot weather.

I probably spent about $150 for parts and tools on the water pump and expansion tank. The internet states that the cost to replace the water pump on a 2008 Jaguar XK runs between $650 and $1,200 by a garage. They estimate labor to be $500 to $850. Given the time it took, I lean toward having saved closer to $850. Now that I have done this, I am confident I could do it in the estimated 3-4 hours next time.





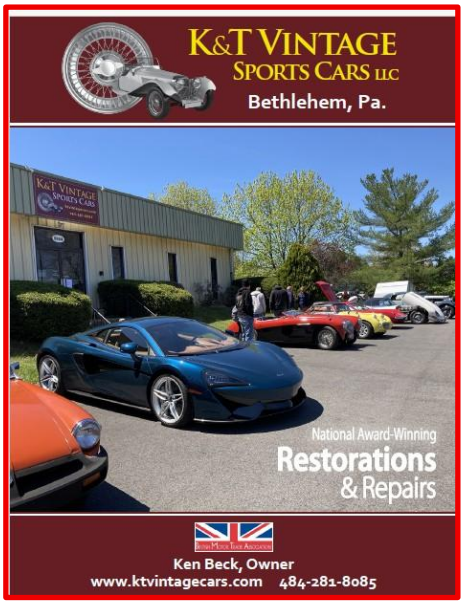




Wes Marks

Paintless Dent Repair

My 2000 Jaguar XK8 had a couple of tiny dents on it from the 25 years of its life. While easily overlooked, my eyes focused on the dents every time I washed and waxed the car. While the dents were nearly invisible to admirers of the car, my eyes locked on the dents immediately when I uncovered her in the garage. As hard as it was for me to ignore them, I tried my best since repairs were out of the budget for a 25 year old car that had a KBB value of about $7,000 at best. On Memorial Day, the straw that broke the camel's back occurred. A garage mishap allowed a large picture frame to fall almost directly on the center of the hood. When I pulled the cover off the car, it showed a dent about 1 inch long, and ¼ inch deep; lined up directly in the driver's line of sight when driving. I couldn't live with that.

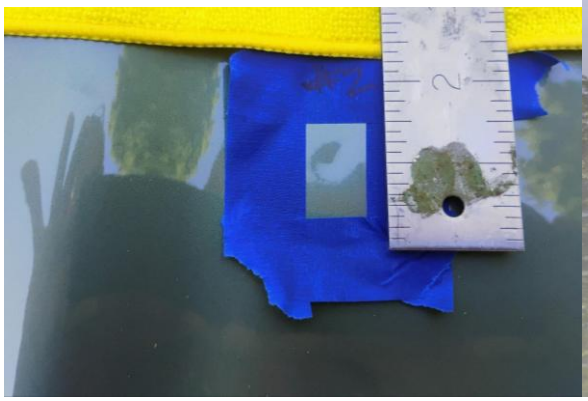


I got an estimate to get all the dents repaired by conventional means at a local body shop that does excellent work. The estimate was $3500, half the value of the car! A second estimate was near the same……After looking at Paintless Dent Repair (PDR) on you tube and other internet sites, I decided to try it out, although it looked like black magic to me. Getting a PDR tech in lower Sussex county is nearly impossible. I called everyone listed on the internet and sent photos at their request and each and everyone ghosted me - no follow up, no replies and sadly no other option. Depressed, I took the car into a 3rd body shop for a final estimate for traditional repair. After the estimator looked at the car, he strongly suggested PDR because of the limited damage and the car being 100% original - he handed me a card for a local guy who doesn't advertise but has a legitimate business and well kept shop just 2 miles from me. I called the PDR tech (Troy) and made arrangements to take the car in for an estimate. After a thorough examination of the dents and access areas, Troy said he could do the repairs using PDR repair methods, we agreed on a price and within a week the car was repaired. The repairs were so good, you can't see the affected areas. While we talked about the PDR repairs that looked great, Troy suggested a complete paint correction process be done to get rid of several tiny imperfections that accumulated over the years. Seeing his expertise in PDR, I was sold! Another day in the shop the Jaguar is in perfect condition, looking as good or better than showroom new. Total cost of the repairs and paint correction was way less than a third of the estimates for traditional repairs, and left me with a 2000 Jaguar XX8 still entirely 100 percent Jaguar.



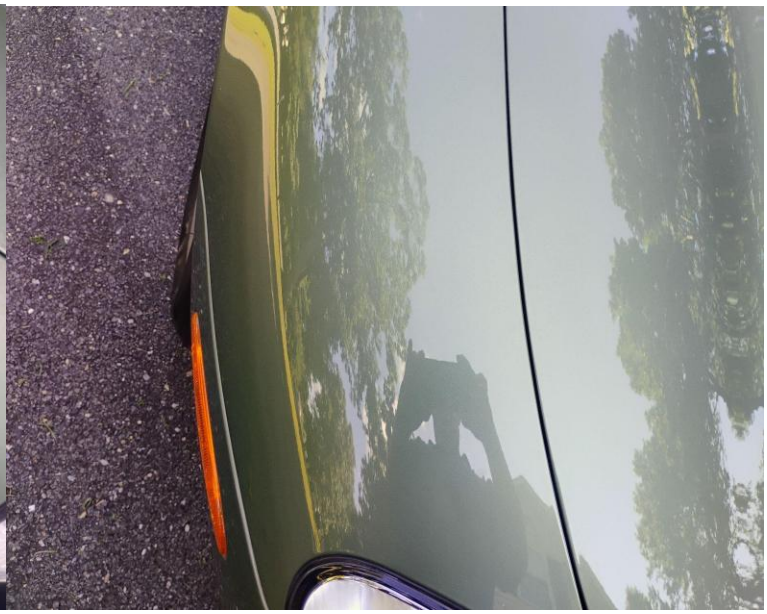
The moral of the story is to keep trying and not give up, and PDR is not black magic, it's an art and a good artist can bring your car back to perfection given the time, and of course, money. And the best part is this 2000 XK8 remains 100 percent original.

Before/after pictures on the next page:













FROM THAT ……..TO THIS
(written by R. L. Gannon)

Continued….

Over time the parts arrived, not a few weeks, but over months. I stored them away for the day I would need them, all labeled and ready. In the mean time work continued on the restoration. Frame, engine, structural parts etc.Some before and after pictures to show progress…….








Progress was slow but methodical. Even though it was a long ways to go, I started re covering my seats and interior parts with the Leather and Vinyl kits. New springs, and seat internals used, dashboard covered and the switch panel installed. Engine was being built along with suspension units and steering.












Whilst I was busy doing all of this, persons much more capable than I, had been working hard, getting the body ready. It was a while later that I was requested to bring the rolling frame down to start the fitting process, but not until my finished rolling chassis had been displayed at the DELAWARE VALLEY TRIUMPHS court at the Philadelphia Auto Show. That for me was an honor and truly a milestone.






And then to the Easterby's house where Ray and Eric were waiting to combine the two…..



Mike Salino

Probably my favorite car of all time

In 1960s and 70s Britain we didn't have a proliferation of drag strips and short ovals, or any ovals for that matter, where aspiring race car drivers could exercise their fantasies. There were a few closed road tracks scattered around the country plus a few hill climb venues but for most of us these were not accessible.

What we did have was hundreds of miles of narrow twisty country roads which went nowhere in particular and especially at night were practically deserted. While any kind of racing on public roads in the UK has always been strictly illegal, time speed and distance regularity trials were deemed OK.

Thus, was born the rather unique British road rally. Working within the framework established by the Royal Automobile Club these events evolved into flat out races against the clock.

By the late 70s the pattern was well established. Always run on a Saturday Night into Sunday morning, an event would start around midnight with often 100 or more cars starting at one-minute intervals. The route would cover somewhere between 150 to 200 miles and would continue well past dawn for most participants.

The rules said the average speed could not exceed 30mph. This may seem rather tame but in reality, the organizers were able to make this a near impossibility with 3 simple strategies.



This is the actual car on a special stage.

1. The route might not be available to the navigator until arrival at the start line. Often only the first section was given out with subsequent parts handed out along the way. Route instructions were often obscure and required careful plotting on multiple large paper maps. As a result, a crew would burn precious time while the navigator figured out where to go.
2. The organizers would devise an extremely twisty route with multiple controls, intersections with mandatory stop signs, with a penalty if you didn't come to a full stop. A favorite trick was an off-road excursion into a friendly farmers field, with the exit hard to find at the far end in the dark.
3. There were multiple timed controls along the way using sealed watches provided by the organizers which may or may not have been set accurately.

For many years the authorities turned a blind eye to the many indiscretions that certainly occurred. However, by the early eighties it had started to get out of hand.

The front runners were now mostly semiprofessionals with cars festooned with advertising sponsored by car dealers, restaurants, lawyers and anyone else who could be persuaded that advertising a sport taking place in the dark that with no spectators was a good idea.

The big problem however was the cars. This was the period where group B stage rallying was in it's hey day and obsolescent versions of the Audi Quattro, Lancia Stratos etc, which had no business on public roads, found

their way into the hands of drivers who really didn't have the skills or experience required to keep them on those roads.

The noise was deafening. The lights were blinding. The speeds were ridiculous.

The result was a series of fairly spectacular accidents which forced local law enforcement to take notice. In turn this resulted in stories of cars being clocked well over 100 mph on the radar gun, on roads with a blanket speed limit of 60. The word went out to the RAC that something needed to be done, otherwise everyone was getting speeding tickets.

The result was a new set of regulations that went onto effect for (I think) 1984, as follows.

- 4-cylinder engines with no more than 8 valves. No forced induction. I believe fuel injection might also have been banned.
- 2-wheel drive only.
- A restriction on tire width.
- A noise limit and a sound check at scrutineering.
- No more than 4 main front facing lights.
- No advertising.

This brings me to the focus of this story which is ostensibly about changes I made to a car to make it "better".



This used to be a color picture.

I decided that I wanted to have more serious go at road rallying and the new regulations meant I could afford a car that would be fairly competitive. I started a hunt for a car that met the basic formula of small body, big engine, rear wheel drive.

In 1970 a Ford Escort driven crewed by a couple of Scandinavians won the London to Mexico rally. To celebrate Ford built about 10,000 replicas of the winning car complete with the strengthened body shell needed for rallying. I found one built in 1972 from which someone had removed the original 1600cc engine and replaced it with a 2-liter Pinto with a big Weber Carb and a nice free flow exhaust manifold. I believe it had about 120 bhp, which in a car weighing about 1800 pounds in 1984 was quite respectable.

If you're not familiar, the European Escort started life as family sedan in 1968 with an 1100cc engine and went on to be what is claimed to be the most successful rally car of all time. Ultimate versions featured a Cosworth BDA racing engine producing around 250 bhp. Today although hardly any examples remain as road cars, hundreds are still being campaigned on classic rallies. Look for RAC Rally on YouTube to see them in action.

https://www.youtube.com/watch?v=3xZoBMgUYvo

So, my Escort apart from the bigger engine didn't have any other modifications, and apart from a paint job that had seen better days did not appear to have been too badly abused. So, I set about converting it to a poor man's rally car.

First order of business was to rip out the interior. Seats, carpets, headliner etc. I did leave the doors intact. I decided to install a roll cage because then the car would be legal for stage rallies and in retrospect that was a good idea.

A pair of competition seats (memory says they were Recaro's) were added along with 5-point harnesses. I remember the combination of the seats, and the roll cage made it really awkward to get in and out of it.

Ceramic brakes were all the rage in 1984 so the car got a set. They were a big improvement over the originals and I don't recall ever experiencing any fade. With drums at the rear the brakes needed all the help I could give them.



Competition McPherson struts on the front and new shocks at the back improved the handling a lot.

A sump guard was regarded as essential protection in 1984. In practical terms it's a steel plate mounted to the underside of the car to protect the engine and transmission from anything the front wheels might throw up. More importantly, although the car had reasonable ground clearance it was easy to bottom out on some of the heavily rutted farm tracks. If the engine kept going you knew the sump guard did its job.

An important addition was a strut brace used to keep the tops of McPherson struts the correct distance apart. Even the strengthened shell had a reputation for distorting on the big bumps, and the brace was there to avoid permanent damage.

The final touch was an upgrade to the lights. Quartz iodine replacement bulbs were a fairly recent innovation that dramatically increased the number of lumens per watt. Along the way specialized "competition" bulbs became available with almost double the wattage of a standard bulb. A quick wiring change allowed the dip filament to stay lit when the mains were on. Add a couple of big spotlights with same bulbs finagled in, and wired so both filaments also come on together and you have 4 searchlights on the front of the car.

So, what was the result. My objective was a car that was easy to drive fast for long periods and would not require extensive rebuilding after every event. I believe I succeeded.

The engine had loads of torque and the car came with a close ratio transmission which meant it wasn't picky about which gear it was in. The axle ratio was quite short. Top speed was probably only around 100mph, but acceleration was outstanding (for the time). The gearshift was a delight, operated by a short straight stick directly into the box. Neither steering nor brakes were power assisted but they and the clutch as I recall were light in operation.



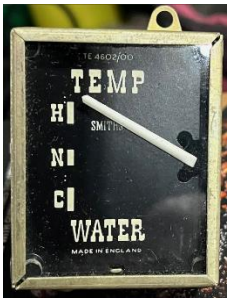
Slightly sideways in the dirt

I ran the car for a couple of years and maybe 18 or 20 events, both road and stage rallies. We were quite competitive on public roads. On stages not so much. The car survived very well till one fateful Sunday afternoon it ended up on its roof on a forest stage in East Anglia. The roll cage saved the occupants but the damage to the bodyshell was fatal for the car.

Mike Humphries

Temperature Gauge

I've run into an interesting problem with my 1955 Hillman Estate. The car has a Smiths TE 1408 temperature gauge but had no transmitter, so I tried one from my parts bin. That did not work so I did a bit of research and found that the gauge is a bimetallic type designed to work with a transmitter that increases in resistance as temperature increases, the opposite to most modern systems, where the transmitter has negative coefficient. As far as I know, the gauge/sender combination in my car was used in MG Magnettes, Hillmans and Rolls Royces (and presumably Bentleys) for about three years in the mid1950's.



NTG Motor Services in the UK is reported to make a transducer that will work with these gauges but they are out of stock so I can't confirm it. I sent my gauge to West Valley Instruments in Los Angeles and they told me they would make a transmitter compatible with the gauge. They took over the work that Nisonger used to do on Smiths Instruments and I've had good experience with them in the past.



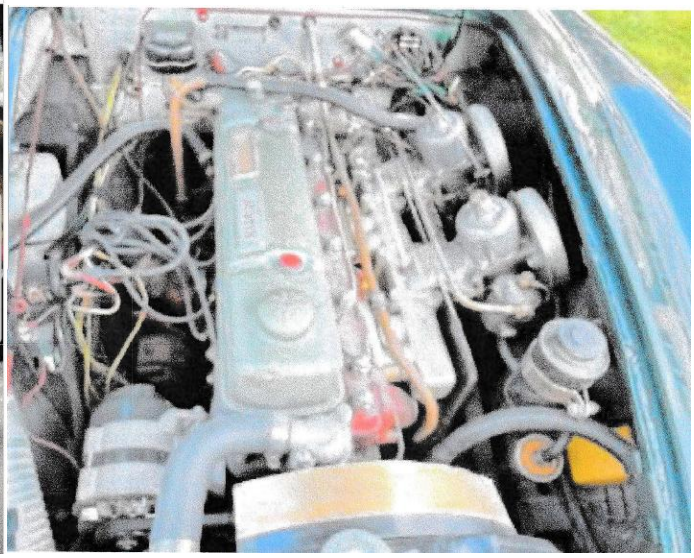
FOR SALE OR WANTED

1958 Austin Healey 100-6

Low Mileage

$29,500





Steve Schultheis

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SPECIAL FEATURE

Adventures with My Little British Car

Bob Wall

Camping in a Jensen Healey



October Mountain State Forest directly surrounds and borders the eastern edge of Lenox, Massachusetts. At 16,460 acres, it is the largest state forest in Massachusetts. So, if you're going to enter a British car show in Lenox, why not stay at a campground? Look at the advantages – *no cars parking alongside your precious LBC, S'mores at a campfire, wildlife sounds, stars in the sky, etc.*

But -- How do you pack a Jensen-Healey for camping and have room for your spouse?





Well, that was our challenge! With the right tent, fold-up chairs, tools & spare parts, coffee maker (most important!), small Butane stove, and a limited wardrobe, we managed to meet our goal! I took some photos to remember how we did it, but that ship has probably sailed now that we're 14 years older…



"When I finish this chapter, he better have the fire going so I can have my S'more!"

Jim Gibby

1971 Triumph TR6 Adventure

A few of my neighbors asked me to join them for lunch at Dogfish Head Brewery in Milton. The plan was to take our cars which consisted of a Porsche Boxster, a Corvette, a Ferrari and my TR6. We started off on a nice sunny day and headed up Route 1 to turn left onto Cave Neck Rd and then on to Dogfish. While traveling north on Rte. 1 my engine started to miss and sputter a little bit. Thinking it was nothing I kept going. Then the engine started to really miss and sputter and produce loud pops and pows while blowing black smoke out the tailpipe and from under the hood .....not good.

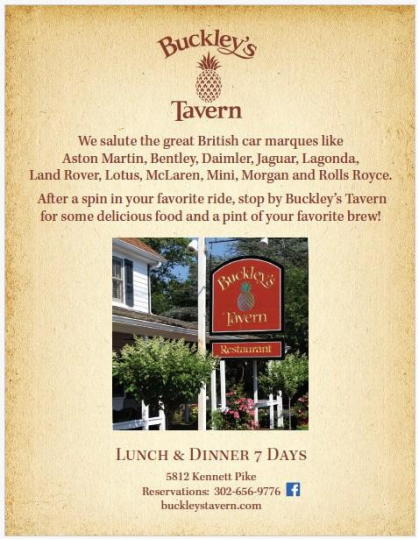
As we turned onto Cave Neck Road I pulled over and told the guys to go ahead without me. My plan was to try and coax the car home or at least get it to Rudy's. My friends took off and I started on my way. My car traveled about 100 Feet before the engine conked out completely and would not start.



A quick call to Hagerty's requesting a tow was made and within one hour a tow truck arrived and loaded me up. Off to Rudy's we went.

After some time, Rudy went through the car and first determined my Pertronix ignition was shot. Replacing that the engine started right up but ran terribly. The SU carburetors needed new needles (fortunately he had a set in the shop). Once those were installed, the carbs were properly tuned, the black spark plugs replaced, the valves adjusted (although they were pretty good) and the timing adjusted the car now starts and drives better than ever! Even Rudy said " I think you will notice the way car drives".

When I explained all of this to my wife, she just looked at me and said 'so basically the car got a tune up'.



Paul Cullen Wines



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Bob Wall

Jensen East Coast Nationals

I attended the 26th Anniversary of the Jensen East Coast Nationals which was based out of the Hilton Embassy Suites Hotel in Troy, Michigan August 5th-9th, a suburb of the "Motor City" Detroit. We drove our 1972 Jensen Interceptor Mk III ~1850 miles, with only a speedometer cable breaking halfway through the journey. If we knew premium gas prices would be so high in Michigan, maybe we would have registered our Jensen-Healey instead, as 10-12 mpg surely blew my budget!

Jensen owners traveled from 15 states from the mid-west and the east coast to attend the event. The weather cooperated throughout the week so there was plenty of top-down driving for the Jensen-Healeys! In all, 53 attended with 8 Jensen-Healeys and 3 Jensen Interceptors, and 2 Jensen CV-8's.



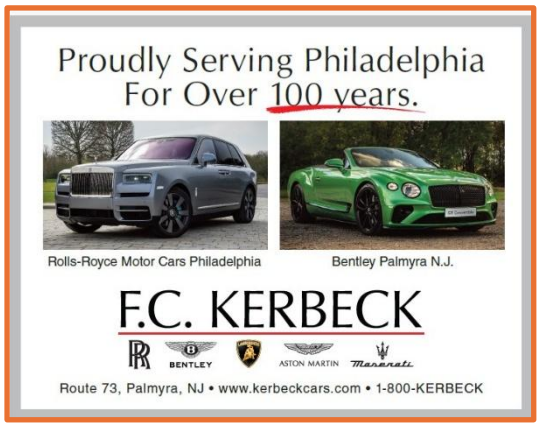
Arriving at Historic Packard Proving



Jensen 541 Drophead

We visited Packard Proving Grounds for a guided tour of the preserved facilities and many fine examples of Packard cars, engines, and boats. The site was built during the first half of the twentieth century to be used as an automobile testing facility, and at one time consisted of a Lodge for visiting contractors, a repair garage, Tank test building, a 2-1/2 mile oval test track, an airplane hangar, water tower and other buildings on over 500 acres. Near the end of World War II Chrysler Defense leased the Proving Grounds and tested tanks and other military vehicles. Today, many weddings provide income to help maintain the buildings and grounds.One afternoon some of us viited our Host's garage, an over-sized 4 car garage with two 4-point lifts and a 2-point lift (*jealous!*). We were treated to a first-hand look at a rare (1 of 2) 1954/55 Jensen 541 Drophead Coupé Prototypes nearing completion of its restoration (*see photo*). Others took the opportunity to cruise Detroit's Woodward Avenue where cars were beginning to arrive for the annual Detroit

"Dream Cruise" the following week. The Dream Cruise is one of the largest car shows in the world. More than a million people flock to Woodward Avenue, to watch a rolling display of thousands of machines, ranging from classic muscle cars to lifted trucks and modern supercars.



We had two group driving events. The first was a Poker Run (~3 hrs of driving), which turned out to be a lovely country drive. Stops along the rally included a funeral home where we got a glimpse at their classic cars used in funeral processions and the Wrought Iron Grill where we ate lunch. Located in the heart of historic Owosso, MI, the Wrought Iron Grill is a restaurant known for its creative and seasonal menu, extensive wine list, handcrafted cocktails, and rotating selection of Michigan craft beers (*everything on my taste bud wish list!*). The historic building has reclaimed beams under the bar and 110-year-old windows, and their food comes from partnering with local farmers and producers. The second driving event was ~1-hour scenic ride to Metamora, MI for lunch at the historic Whitehorse Inn. Originally established in 1850 as a general store, then an Inn and working stagecoach stop, the White Horse Inn is now a beautifully restored restaurant with murals of horses on the walls.

Other events included a BBQ and our annual Jarts Tournament (*no one was injured!*) at nearby Jaycee Park, a silent & live auction, a Funkhana, and a Banquet to celebrate Award winners. This year I was blessed with 1st place in a close race in the Interceptor Class! Thanks to the generous donation of attendees, a large variety of car parts & memorabilia, jewelry, clothes, gift baskets and more, significant funds were raised at the auctions to offset the cost of the event! The Funkhana course was set up in the Hotel Parking Lot and several Jensen-Healey's, a CV-8 and my Interceptor participated.

Our annual Jensen car show for the locals was held at the Moose Preserve Bar & Grill on Woodward Ave in Bloomfield Hills, MI. A local Jensen-Healey and a rare Jensen Interceptor SP (High performance 440 "Six Pack" engine) joined us at the car show, along with a few other British and European cars.





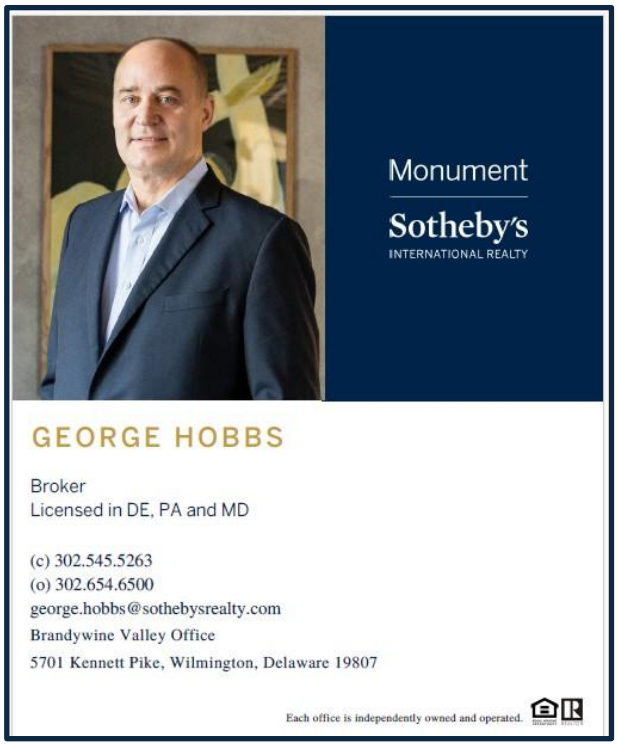


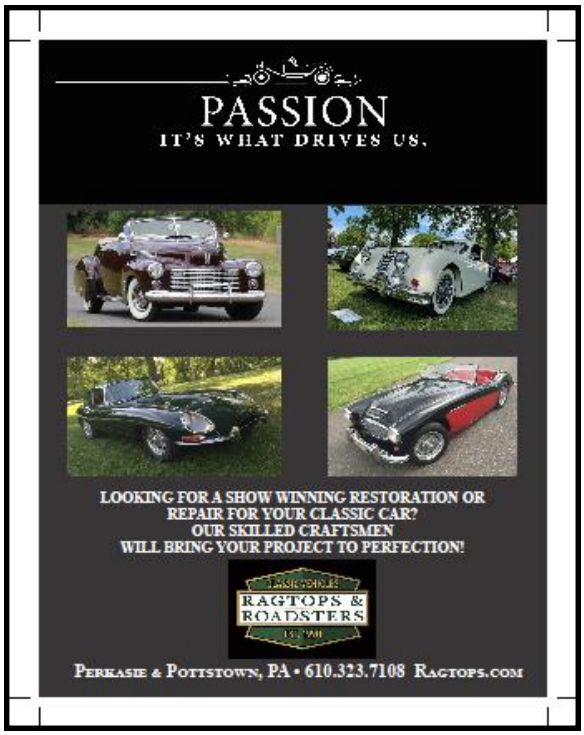


We had two interesting talks during the week, one being a fascinating evening presentation on “Lost Highways” in the USA. Bob Lasater (Northeast USA Rep for the International Jensen Owners Club) has spent years tracking down old highways and their history, often driving his British cars to photograph how they look today – he departed shortly after the Jensen event to investigate another one in the New Mexico area. The second talk was given by Mike Jones, a former UK Jensen engineer who also worked at Lotus. He provided an in-depth view of what it was like in the 70’s when the Jensen-Healey was designed and manufactured. An interesting anecdote that applied to many British car manufacturers was the lack of testing new designs – *they apparently left that to the owners and as a result paid for it later in warranty claims!* When at Lotus, Mike said he was tossed out of Colin Chapman’s office when he recommended a test program. When driving 50-60 year old cars long distances, there’s always opportunities that arise for Jensenites eager to get them fixed and working again. We had a few of those this year, but one of the Jensen-Healey’s did surpass our abilities for parking lot repairs, requiring trailering back to Arkansas (photo). Apparently, he had a flawed cam in his newly rebuilt engine that broke. That released the timing belt and it was *very* loud when 16 valves and 4 pistons collided!



A highlight of Jensen events is the nightly get-together, this year in the Presidential Suite Hospitality Room. Everyone shares the days stories and samples the hors d'oeuvres and many craft beers brought by attendees from their local areas. Next year’s Jensen East event will be in Seneca, South Carolina 6/9-13/2027. Future locations planned are Hot Springs, Arkansas (2028) and Tennessee (2029).







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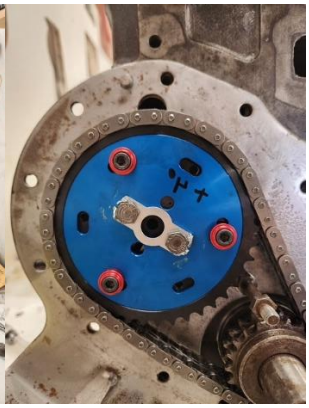
John Hohman

TR3 Progress

The engine is now together with 87mm pistons and tunnel ported head with the cam degree increase from the notes of Brian Fuerstenau of Group 44.













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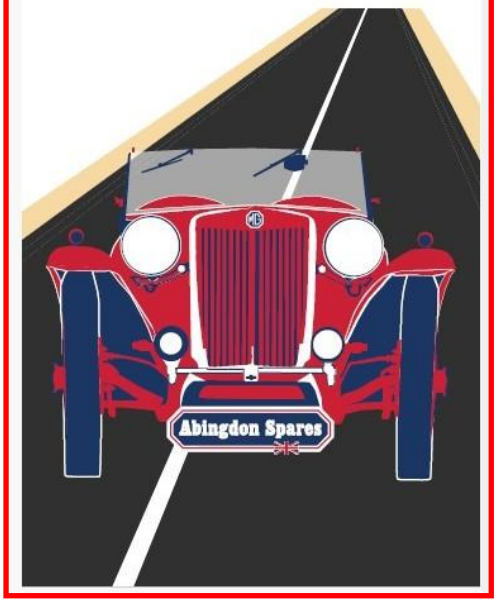


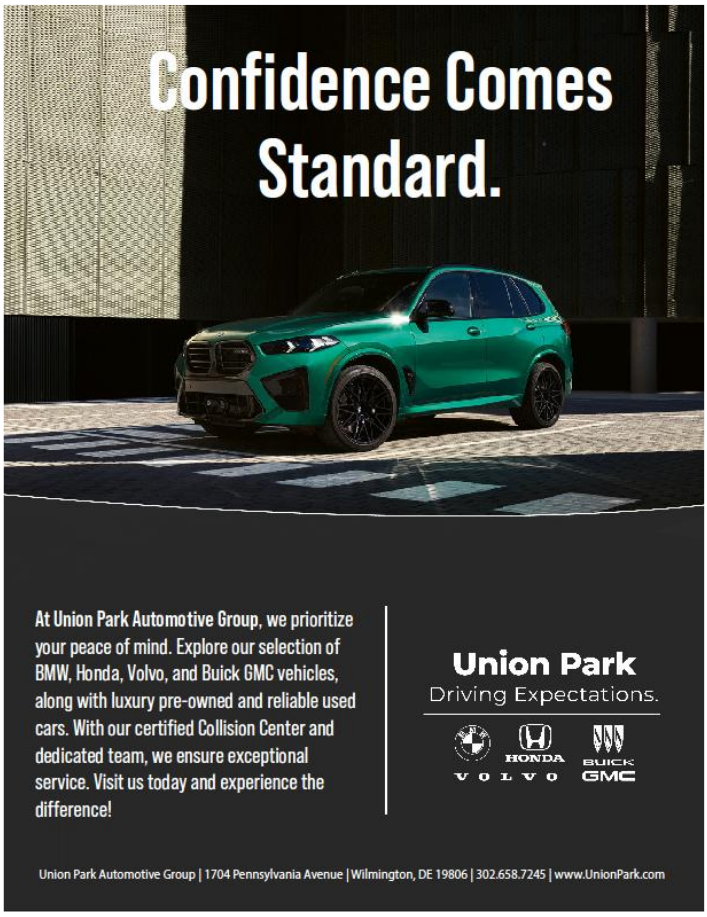
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Bob Wall

Northern Chapter Car Show - September 12 2026

A great showing at our Annual All-British All-Years Car & Motorbike Show at Bellanca Air Museum this year! Thanks to the show committee, volunteers and the participants that made the event a success! This year's Marque (LOTUS), celebrating the 60th anniversary of the Lotus Europa and the 50th anniversary of the Lotus Esprit, brought out a dozen Lotus' including two fine examples each of the Europa and Esprit.

On the eve of the show, a Meet & Greet event for entrants and BCCD members was held at Kathy's Crab House in Newcastle, DE. Many drove their Classic Cars thanks to the nice weather. Photos from the event can be found at the end of this page.

While Ron "Shubie" Shubra played British tunes and Delaware Provisions provided great eats, door prizes were handed out, and the 50/50 and Raffle brought big smiles from the winners! Congratulations to Walt Lubun for winning first place in the Best of Show Class with his Coronet Cream/White 1954 Austin-Healey BN1! The Spectator's choice award went to Bill Bugaj for his black 1952 Vincent Black Shadow Motorbike!

BCCD All British - All Years Car & Motorbike Show * 2026 WINNER LIST * Sept 12, 2026 at Bellanca Air Museum

Class	Class Name	Place	Car #	Driver	City	Vehicle
100	MGB	1	106	Jonathan Stein	Hockessin, DE	Brooklands Green - 76 - MG - B GT V8
100	MGB	2	104	Donald Boudwin	Dover, DE	Black - 77 - MG - B
100	MGB	3	108	Steve Meisel	Bel Air, MD	Yellow - 67 - MG - B
100	MGB	4	109	Martin Bollella	Middletown, DE	British Racing Green - 68 - MG B
200	Other MG	1	202	Margaret Bell	Newark, DE	Red - 69 - MG - C
200	Other MG	2	203	Bill Remster	Salem, NJ	Old English White - 59 - MG - A
200	Other MG	3	205	Craig Collins	Middletown, DE	Red - 52 - MG - TD
300	Triumph	1	302	Philip Aronow	Mt Laurel Township, NJ	Sapphire Blue - 74 - Triumph - TR6
300	Triumph	2	310	Charles Fields	Brigantine, NJ	Red - 57 - Triumph - TR3
300	Triumph	3	309	Joe Letizia	Vineland, NJ	Caltswold Blue - 61 - Triumph - TR3A
300	Triumph	4	311	Matthew Paul	Bridgeton, NJ	Green - 79 - Triumph - Spitfire
400	Austin-Healey	1	401	Charles Ott	Middletown, DE	Blue/White - 67 - Austin Healey 3000 III
400	Austin-Healey	2	405	Gregory Barnes	Dover, DE	White - 59 - Austin Healey - MK1 Bugeye Sprite
400	Austin-Healey	3	404	Stephen Hunter	Severna Park, MD	British Racing Green - 66 - Austin Healey - 3000, MK 3
500	Jaguar	1	504	Michael Eck	Glassboro, NJ	Silver Blue - 61 - Jaguar - MK 2
500	Jaguar	2	502	Terry Young	Dover, DE	Green - 99 - Jaguar - XK8
500	Jaguar	3	501	William Duck	Middletown, DE	British Racing Green - 97 - Jaguar - XJ6 Vanden Plas
700	Other British	1	704	James Schneider	Middletown, DE	White - 52 - Bentley - Mark VI
700	Other British	2	703	Bob Clark	Middletown, MD	Green - 59 - Riley - One Point Five
700	Other British	3	702	Brad Boyd	Wilmington, DE	Red - 64 - Land Rover - Series IIa
800	Future Classics (<25 yrs)	1	805	Chad Asher	Middletown, DE	Blackberry - 2017 - Jaguar - F-Type R
800	Future Classics (<25 yrs)	2	804	Mike Grieco	Magnolia, DE	British Racing Green - 2014 - Mini Cooper - S
800	Future Classics (<25 yrs)	3	806	Bijan Sorouri	Wilmington, DE	Black - 2006 - Aston Martin - V8 Vantage
900	British Motorcycles	1	902	Roger Boyce	Newark, DE	Orange - 72 - Triumph - X75 Hurricane
900	British Motorcycles	2	903	Chris Feeney	Landenberg, PA	Blue - 72 - Rickman - 125cc Enduro
1000	Best in Show	1	1004	Walt Lubun	Newark, DE	Coronet Cream/White - 54 - Austin Healey - BN1
1000	Best in Show	2	1003	ROBERT GANNON	Hockessin, DE	BLUE - 60 - TRIUMPH - TR3
1000	Best in Show	3	1001	Robert Wall	Newark, DE	Blue - 72 - Jensen - Interceptor Mk III
1100	Early Lotus	1	1102	Alan Hill	Hockessin, DE	British Racing Green - 67 - Lotus - Elan S3 SS
1100	Early Lotus	2	1104	Rick Braendle	King of Prussia, PA	Red - 72 - Lotus - Europa
1100	Early Lotus	3	1103	Tim Hendricks	Mohrsville, PA	Jupiter Red (Burgandy) - 86 - Lotus - Esprit Turbo
1200	Modern Lotus	1	1202	Darren Dorman	Claymont, DE	Lotus Racing Green - 2005 - Lotus - Elise
1200	Modern Lotus	2	1205	Jonathan Scharf	Exton, PA	Purple Haze - 2026 - Lotus - Emira
1200	Modern Lotus	3	1206	Phil Leroux	newark, DE	Orange - 2005 - Lotus - Elise
Long Distance Award			1205	Jonathan Scharf	Exton, PA	Purple Haze - 2026 - Lotus - Emira
Spectator's Choice Award			1005	Bill Bugaj	Wilmington, DE	Black - 52 - Vincent (Replica) Motorcycle

Margaret Bell

A sample of pictures from the show

To see more, lots more, go to the club website at 2026 Annual All-British All-Years Car & Motorbike Show at Bellanca Air Museum (9/12) – British Car Club of Delaware, Inc





















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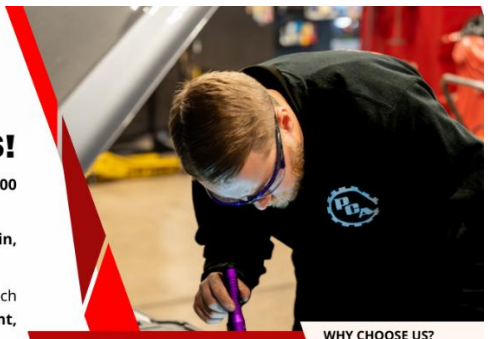


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