

"Back in the Sixties, when we said that we wanted to change society, we should have been a little more specific." - - Christopher Lloyd  
(From the comic kiddie film, Camp Nowhere - 1994)

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W E L C O M E N E W R E A D E R S !

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Dear British Car Enthusiast,

This non-commercial e-publication will arrive in your email about twice a month with information about what is going on in the British Car world. We are always looking for short pieces on just about everything British so let us know what YOU think. Your input is what will make this e-publication a path to fun with British cars.

Send to a friend!

Rick Feibusch, Editor

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Photos Attached:

\*\* Title Page:

Bob Schmitt's Fraser Nash

Mark Trippier's Peel

Larry & Jane Salomon's Aston Martin at the Palo Alto Concours

\*\* More Palo Alto Concours photos

Rare Doretti Swallow (Triumph TR2 based)

Nice XK120 Drophead

Charlie Newman's British push bikes

Charlie Newman and his perfect Minor

Bob Nicholson and his trusty Bentley

\*\* Irvine Impromptu Car Show photos - story below)

\*\* Photo Page

Dale and Karen Barry racing at California Speedway

Wet weather in UK - article below - Have fun!!!!

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"I think that all right-thinking people in this country are sick and tired of being told that ordinary, decent people are fed up in this country with being sick and tired. I'm certainly not! But I'm sick and tired of being told that I am!"

- - John Cleese - Monty Python's Flying Circus

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EDITORIAL

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Dear Readers,

Just a few words of thanks to all who are sending us all of this wonderful information - it makes it fun and interesting for all. We want to keep you informed and enthusiastic about our cars.

The Palo Alto British Car meet is shaping up nicely and I hope to see many of you there. While most aspects will be better than ever, we unfortunately will not have the swap meet this year. The club that was going to administrate that part of the event is going through a major management change and the time was not right to get things worked out for this year.

We are still working on plans for our new venue for 2008 and will be trying to accommodate the swap meet at the event on show day in the future.

Went to the Ventura show this weekend and had a ball - will have a report and some photos in the next British Car Network - 'till then .....

Cheers,

Rick Feibusch

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THE 2007 PALO ALTO BRITISH CAR MEET  
El Camino Park - Just Across From Stanford Center

September Eighth & Ninth

Join us for the most historic British automotive lawn event in California. 400 quirky, classic, and thoroughly lovable British cars are once again expected to grace the field at El Camino Park for the 29th Annual Palo Alto British Car Meet.

€ SUNDAY CAR SHOW - SEPTEMBER 9th - 9:00AM - 5:00PM

Join your British car friends for a smashing day at the park. Don't have a show car? Don't worry! Daily drivers, vintage racers, street rods & works-in-progress are as welcome as Concours quality restorations. British food, jazz, and more fun than you'll be able to tolerate! This year there will be individual marque awards in a minimum of 15 classes.

We will start placing cars on the field at about 9:AM and the fun goes on all day! There is no preregistration and all entrants will receive a commemorative gift. The registration fee is \$25 per car at the gate. Joining us again this year will be the cool little cars from around the world in the Arcane Auto Society. Spectators attend for free.

€ SATURDAY BACKROAD TOUR TO THE SEA - SEPTEMBER 8th

The British Car Meet TOUR TO THE SEA starts at El Camino Park in Palo Alto - the same place as the Sunday Car Show. We will be sending cars off between 8:30 and 10:30AM. A map will be provided. This is a no-cost option for people who like to drive their cars as well as show 'em. The tour ends at Cameron's Pub in Half Moon Bay where we will be kicking tyres and telling tall tales well into the afternoon.

€ DIRECTIONS TO EL CAMINO PARK:

El Camino Park is located on the El Camino, just north of University Ave, opposite Stanford Center. From 101 take University Ave. west, go under the Alma Street overpass, and turn right onto the El Camino Real. From 280, take the Sandhill Road Exit east and turn right on the El Camino, stay to the right to the University Ave exit, turn left at the overpass, then left again back onto the El Camino heading north. PLEASE, DO NOT PARK TRAILERS IN THE STANFORD CENTER PARKING LOT! Trailer parking will be available on-site on the south field baseball diamond.

Call for information: 310-392-6605  
e-mail: <[rfeibusch1@earthlink.net](mailto:rfeibusch1@earthlink.net)>

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Palo Alto Concours d'Elegance - 2007  
by John F. Quilter  
(Photo Montage attached)

The prestigious annual Palo Alto Concours was held on June 24 on the campus of Stanford University. A beautiful sunny day with light breezes greeted the cars, owners, and spectators who had come to see some of the 41 featured marque Ferrari on display as well as 16 Cords and over 250 other vehicles ranging from Duesenburgs to vintage travel trailers to farm tractors.

As usual British cars featured prominently in the show. There were no less than three Morris Minors, one beautifully restored 1967 sedan by Charlie Newman and Andrew Newman of South San Francisco Steve Ross, a local from Palo Alto also with a 1967 sedan and a 1958 Woodie Traveller owned by Carol and Bob Sippel of San Jose.

On the more rare side were a 1949 Triumph 2000 roadster of Jim and Joanna Rogers of Livermore and a 1954 Swallow Doretti roadster rescued from a garage in Berkeley by Michael and Norman Vogel. On the more upscale and elegant theme was a beautiful maroon 1958 Aston Martin DB3 drophead coupe of Larry and Jane Salomon of Woodside California. Frequent concours attendee was Bob Nicholson with his daily driver and high mileage but beautifully kept 1953 Bentley R Type saloon.

All in all, a great event and the only downside is there are too many fabulous cars you can fully appreciate and knowledgeable owners and enthusiasts to talk to in one day.

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L E T T E R S

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on smelly tyres from last issue ....

I'd like my tires to smell like Haggis or a good single malt scotch (i.e. Lagavulin)

Cheers,  
John McDonald

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Spridget Guys Gone Wild!!!!

We need help with our Red Bull Soapbox Racer Wildcard Voting

Dear Readers,

Okay, I feel stupid about sending mail like this, but some guys here in Seattle and I decided to enter the Red Bull Soapbox derby at the last minute. After many minutes of planning, a crack team with specially honed skills was assembled:

\*\* Craig: A guy who will do anything thing no matter how stupid

\*\* Me: I was asked because I have a welder and I joined because I heard they would have beer

\*\* Chris: When we ran out of brainstorming ideas he was the only other guy to answer his phone

\*\* Brad: He was the biggest guy we knew and when we said we were going to strap him into a cart and send him hurtling down a big hill, he said, "Uh, I'm in."

Only about 40 cars get to compete in the race, but somehow, in order to get into the contest, we need votes on the Red Bull website in order to make it as the wildcard entry. You're allowed one vote per person, per computer, per day until Aug. 8th. I'm asking you go to:

<http://www.redbullsoapboxusa.com/Seattle-2007/wildcard.aspx> - each day and vote for team "Death Trap" until Aug. 8th and forward this onto anyone who can help spread the word.

Help make our dreams of creating and racing a giant mousetrap with cheese down a hill in Fremont Sept. 29th! Imagine the video: a bunch of drunk rats with one hurtling to his death or a least an injury.

(ed note: new Disney film, Rat-A-Rolley?)

If you have a computer at home and work you can vote twice, help a nerd out.

Thanks,  
Bill Gilroy

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Vintage racing amongst readers .....

Rick,  
Here is the photo from California Speedway last weekend (on attached photo page). Both Karen and I will be racing at The Monterey Historics this year. She will be driving the 1960 BMC Huffaker Formula Jr (the white car) and I will be in the 1935 Riley-Ford champ car (the red car).

Dale Barry  
Westchester, CA

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Subject: SPEED TRAP

SPEED TRAPS - NO JOKE...CHECK IT OUT! They are everywhere.  
You can even report them here. I had no idea this was available to everyone.

<http://www.speedtrap.org/speedtraps/stetlist.asp>

submitted by Robert Haskin

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Sky News Lucas story (image attached on photo page)

This is not the lead story Lucas was looking for but one we can all relate to.

News in Pictures  
Bedraggled Britain - Your Pictures  
[http://news.sky.com/skynews/picture\\_gallery/picture\\_gallery/0,,30100-1276415-7,00.html#nav#nav](http://news.sky.com/skynews/picture_gallery/picture_gallery/0,,30100-1276415-7,00.html#nav#nav)

Updated 23:17, Sunday July 22, 2007

Thousands of cars with LUCAS electrical systems have become stranded after attempting to drive through flood waters.

Picture by Ian Taylor, Tamworth, Staffordshire.

submitted by Ron Parkinson

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Frazer Nash stories - (photo on top of title page) -

Richard -

This is a much delayed response to your 7/1 email - The story about the Bentley tour of Cambria was interesting, as we stayed in the same motel in a solo trip there early June. At the same place was a large group from "West Coast Minis" - about 30 "moderns" only. I didn't see the point, but I suppose they were having fun. We also saw a group of about a dozen Triumphs at a motel more central to Cambria. And we discovered "Vintage Automobilia", a shop run by Peter Zobian just off the main street <http://www.vintage-automobilia.com/>. He's got a great collection of "stuff" and had a few stories about finding cars in the midwest and down here in southern California. He's got a few interesting cars for sale, seem fairly priced.

I have just one English car, a Frazer Nash - <http://www.frazernash-usa.com/> - which got partly restored in a few US locations but finally finished up in New Zealand, where it resides right now. Forget all the horror stories of driving and fixing old cars - New Zealand is probably the last heaven for both! We've made 3 trips there and are planning #4. Everyone seems to know the cars, appreciates them and actually fixes them without drama. Did you ever think you would see a faulty Lucas voltage regulator diagnosed and fixed in 30 minutes - by a mechanic less than 30 years old? It was a wonder!

Happy motoring!

Bob Schmitt

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educated opinion.....

Hi Rick!

The latest newsletter prompts a response from me on a few things.

First off, as to coming events, it would probably interest readers that the Monterey Historics are coming up. This is held on 08/17/2007 and 08/18/2007, Saturday and Sunday. The event is always great and you actually see (and sometimes meet) known celebrities and drivers walking around. Phil Hill a few years ago and Jay Leno last year come to mind. For those who are on the cheap side (like myself), the week prior to the event many of the same cars are there. We longtimers call it the "prehistorics" and it is often free or very cheap (one year they charged \$5 entrance fee). Use common sense, don't touch other people's property without their approval, and WATCH where you walk (cars at high speeds entering the paddock!), and you can have a great time. Usually lots of British stuff including such things as Loti, Ginettas, GT40s, Lolas, Coopers, MGs, Triumphs, Jags et al.

Second, it probably IS Shooting Break (for obvious reasons when you think about it) even though I have seen it spelled both ways as well.

Third, as to Paul Boltin's remarks about his Avanti. Obviously, he should sell the car. He is doing himself and his car a disservice at this point. Some people are NOT cut out for old car ownership. No judgment here, just a fact. However, as to the aspersions about old cars in general, I do take some exceptions. I have owned a lot of

cars in my 47 years. Everything from expensive exotics (Italian, French and British) and just fast stuff (BMW, Jags, etc) to small air-cooled twins (Subaru 360, NUSU Prinz, a 2CV, and some Lloyds), American iron and even a Skoda as well as many modern cars. I also published a magazine (AutoPhyle) and still do on occasion, and have experienced many cars through testing. Not everything old drives badly. Not everything new drives well! Not all new cars are trouble free either!!!! ANY old car (30, 40 or more years old) is going to have issues like starting, electrics etc, because EVERYTHING AGES, including tires, wires and metal! Let's keep it all in perspective. I personally feel that the cars of the mid to late 1980s and early 1990s will go down as the least troublesome of the bunch. Technology was improving the beast. Now the gadget engineering has reached the point where MANY new cars, including some vaunted Japanese brands, have far more problems than they did 10 years ago!

Jeff S. Savage - AutoPhyle

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More on driving old cars .....

Hi, Rick:

Greatrace started on Saturday, and an Aston Martin DB6 is in the lead. This year they are accepting cars up to 1970 in competition for the 25th running of the cross country precision road rally. An MGA, MGTF, and an XK120 are also entered.

We finished 5th in 2002 in our 1957 TR3, which promptly produced a rules change. The TR3 remains the highest finishing postwar car in race history (a pre war red label Bentley has won the race in the past), but that could be broken by another British car this year. British cars get a lot of razzing from those driving old flathead Ford V8's and Model A's, but they are just as capable of good scores and reliable running. The race is about 3500 miles.

The new owners of Greatrace are more sports car oriented, and car '007' might well be able to pull off the win. It's not easy though. They've faced strong storms and gravel roads already, and the run from Dallas to Pomona via Big Bear in the dead of summer will be a tough test for any car.

The Aston is also entered in the 2008 New York to Paris run by Greatrace.

Folks can follow along and see pictures at Greatrace.com.

<http://greatrace.com/greatrace/gr2007usa/score.php>

Tell Paul Boutin his Avanti is eligible for competition. If he doubts how well old cars can get the job done, just take a look at what they are doing at Greatrace. I'll trade him my Series III E type straight across, no questions asked. I'll bring the trailer.

Our TR3 races across the US 3 times without a DNF, and we won a lot of money with it. Jags are for parking on the grass and looking at, TR3's are for driving.

Steve Hedke  
British Pacific Land Rover

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Another obituary - Anyone remember the Twilight Zone episode about the pressured ad exec who eventually got off the train at his laid back, old timey town of Willoughby, "Next stop Willoughby" - I sure hope that there is a town like that for us Brit car folks ..... editorRick  
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Readers who have regularly or periodically taken TRIUMPH WORLD magazine, will probably remember a regular column by Robin Penrice entitled 'Memories of Coventry.' I've known Robin since he and I were four and three

years old respectively. We grew up together, we worked together at Standard-Triumph - and we wrote stories about the company together.

Less than one month ago, Robin was diagnosed with cancer. Unbeknown to him, the disease had totally enveloped him and his doctor told him he had a very short time to live. This sadly proved to be the case. He was admitted to a local hospice near his home in the Border Country between England and Wales at which location he died last week. His funeral is this coming Friday and I know many former Standard-Triumph people will be attending. I'll certainly be there myself.

Robin was always a somewhat larger than life character and perhaps his role in Public Relations at ST and later BL, could not have better suited anyone. He always had a convincing 'spiel', he worked (fairly) hard and played VERY hard. Robin was never far from an open bottle or beer keg, smoked like a chimney and had a laugh that was unforgettable.

Although we had little to do with one another in recent times, I shall miss him. His sudden death serves to remind me that many of my own contemporaries (from those not-so-distant days at Standard-Triumph) are by no means immortal.

John Macartney

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UPCOMING EVENTS - Compiled by Jim Perell/Rick Feibusch

Pebble Beach Concours 08/19/07 [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

All British Field Meet 08/31-9/3/07 [www.abfm-pdx.com](http://www.abfm-pdx.com)  
Portland International Raceway, Oregon

Palo Alto British Car Meet 9/8-9/9 07 Rick Feibusch:310-392-6605  
30th & final show at El Camino Park <[rfeibusch1@earthlink.net](mailto:rfeibusch1@earthlink.net)>

Ironstone Concours 09/22/07 [www.ironstonevineyards.com](http://www.ironstonevineyards.com)

San Diego British Car Day 10/07/07 [www.sandiegobritishcarday.org](http://www.sandiegobritishcarday.org)  
Bonsal Farm

Triumphfest 2007 10/11-10/14 07 [www.triumphfest.com](http://www.triumphfest.com)  
in Laughlin, NV

British Car Roundup 10/13-10/14 07 [www.valleybritish.org](http://www.valleybritish.org)  
Valley British Auto Club - Fresno area

California Autumn Classic 10/20-21/07  
831-722-3253 Bill Meade [autumnclassic.100mregistry.co](http://autumnclassic.100mregistry.co)

The Running of the Jaguars 11-14-07 (805) 927-1053  
& XKs Unlimited Open House by the Central Coast Jaguar Club &  
XKs Unlimited <http://www.jcna.com/clubs/events>

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End of an era as Aston plant closes

by Tony Lewin

Automotive News | 12:01 am, July 20, 2007

NEWPORT PAGNELL, UK

The last car was driven off the line at Aston Martin's factory here yesterday.

The car, a jet-black Vanquish S Ultimate edition, was driven by Kenny Clarke who, with 43 years of service at the company, is one of Aston Martin's longest-serving employees. The £300,000 sports car will be retained by Aston Martin at its new headquarters in Gaydon, 80km west of Newport Pagnell.

The Gaydon plant has transformed the company's fortunes. In 2006 alone, more than 7,000 cars were sold equivalent to more than half of the old factory's total production. The closure marks the end of an era during which manufacturing luxury sports cars was a craft. In the 50 years that Newport Pagnell has been Aston Martin's home, just 13,000 cars have been built there.

The Vanquish, launched in 2001, is Aston Martin's oldest model. The brand's two other sports cars, the V8 Vantage and DB9, always have been made at the carmaker's modern Gaydon facility. Production of the top-of-the-line DBS will be added there in September.

You may e-mail Tony Lewin at [autonews@crain.com](mailto:autonews@crain.com)

submitted by John Voelcker

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Manchester Evening News

A dinky runaround - (picture on attached title page)

Paul Britton

20/ 7/2007

IT doesn't have a reverse gear, has a top speed of 20mph and the tank holds just a gallon of fuel.

But driver Mark Trippier reckons he travels in style - and says he wouldn't swap his three-wheel mini-marvel for any other motor.

For the 30-year-old roofer is the proud owner of the world's smallest car - a single-seat P50 microcar.

Isle of Man firm Peel Engineering made just 46 of them in the 1960s. Today only 10 are roadworthy and legal in Britain. The P50 microcar - in the Guinness Book of Records as the world's smallest legal street car - is 1.3m long, 1.3m high and weighs just 59kg.

Road legal

And Mark says it is perfect for negotiating tricky moorland roads around his home in Greenmount, near Ramsbottom, in Bury. He said: "It is very easy to drive and it is completely road legal. "I just think that it is stupendously funny. I just love it. I do like unusual things."

The car is made of fibreglass and the 59cc engine is the size of a rugby ball, producing 70-80 miles to the gallon. It has three manual gears and a handle at the back so Mark can lift the car off the ground to change direction.

Hills are a problem, though, as Mark, who collects other mini-cars, sometimes has to get out and push. He said: "I have had it for around four months now. You can only imagine the looks that I get. The cars behind hate it but the cars coming in your direction love it. I get plenty of beeps from other motorists."

The car was originally sold at Blackpool Tower during a motor show in 1963. It has only changed hands twice.



Mark added: "It is very comfy. I am 6ft and never struggle. I also pay classic car insurance, which costs me next to nothing."

Mark also owns a Mini Contesse, a Messerschmitt and a Fiat Jolly among others.

Manchester News reader comments:

\*\* Fine if all cars had a maximum 20mph speed, but somewhat of an obstruction. I would use something like it for town travel, but would hate to put up with all the road-rage incidents.

PW, Manchester - 21/07/2007

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\*\* Don't laugh this could be the way to go ? good fuel economy easy to park ect cheap insurance and tax .could this be the answer to be problem with congestion in manchester? why not just ban cars from manchester centre completely but hire these small single seater cars on the outskirts for commuters ?

ACE, Manchester - 20/07/2007 at 16:46

submitted by WPLJ

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Irvine Car Show & Newport Beach Tour - June 23rd, 2007

(Photo Montage attached)

by David Johnston

Bentley Drivers Club,

USA West Region

The Irvine Impromptu Car Show started at 7.00 am - to get there we had to start our day at 5.00am. Impromptu describes the event, there was no pre-publicity, over 200 cars of all nationalities were present, there were no preconditions for entry, no entrance fees, no prizes but some wonderful cars appeared as if by magic. There were German, Japanese, Italian, British, French and of course American super cars present

In the Bentley area we had the Roger and Gerri Gibb's 1990 Turbo R, Alan and Deborah Fisher's 1938 4¼ litre Derby, a possible new member Dale Becker in his S1, Ed Gehringer and Marge Sosa in their 1928 4½ litre tourer, Perry and Peggi Hirsch is their 2006 Continental GTC and David and Marie Johnston had to come in their alternate car, a 1952 MG TD while their MK VI was being repaired. In addition, new member Scott Gulley who has just bought a vintage Bentley came to see what was going on.

It was very interesting to see two superb examples of pre-war Jaguar SS saloon cars. We were able to compare them directly with Alan Fisher's Derby, their competition at that time; all three cars were in a pristine condition. Jaguar dropped the SS name after WW II.

After the car show the Bentleys started their journey to Newport Beach. We traveled through Newport and Balboa crossing to Balboa Island by ferry. The ferry is very small, only carrying 3 cars on each journey across Newport Bay.

After the ferry ride we then followed the coast along the cliffs of Ocean Avenue there we took the opportunity to look over Newport Harbor and take some photos. We then continued our journey to our destination of Laguna Beach and the Las Brisas Restaurant, the restaurant is situated on Cliff Dr overlooking the Pacific Ocean and Laguna Beach. It is a very popular venue; serving great food and has great service. During the meal we had a good time and toasted WO, after lunch we made our way to our respective homes.

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"We are living in dangerously weird times now. Smart people just shrug and admit they're dazed and confused. The only ones left with any confidence at all are the

New Dumb. It is the beginning of the end of our world as we knew it. Doom is the operative ethic."

- - Hunter S. Thompson, Nov. 20, 2000

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Top Gear on Chinese-made Rover 75 / MG7  
From Top Gear Website - UK

What's in a name?

In the right place at the right time, Jason Barlow sees the essence of MG Rover alive and well in China. The Industrial West Midlands have got nothing on this place. In the Pukou region of Nanjing, they've redefined pollution. It's 30 degrees outside but although you can feel the sun on your face, there's no sign of it anywhere in the sky. Never mind the sun, the atmosphere is so thick with gunk you can hardly see the other side of the road.

"The doctors say that if you spend more than five years in one of the really polluted Chinese cities, the damage to your system is irreparable," says Paul Stowe, quality director at the Nanjing Automobile Company. NAC is MG's new owner, and Stowe, a Briton with stints at Land Rover, Vauxhall and Jaguar under his belt, is in the middle of his own personal cultural revolution.

A year ago, the MG plant was a rubbish-strewn building site. Today, Stowe is our guide as we inspect this huge £185m facility, a foggy 45-minute drive from the chaos of Nanjing city and its eight million inhabitants. "The plan is to manufacture 250,000 cars a year here," Stowe confirms. "But we're already tooling up for 400,000."

It's been a long, strange journey. As the DTI enquiry into the collapse of MG Rover rumbles expensively on, it seems that few people are interested in kicking over the traces. MG Rover's contribution to UK plc is over. End of story. Except that the company's demise remains one of the murkier episodes of recent times, and the way in which it was disposed of to the Chinese equally mysterious.

The plan is to manufacture 250,000 cars a year here, but we're already tooling up for 400,000. Shanghai Automotive, MG Rover's principle suitor, backed out of a take-over at the 11th hour, triggering the company's collapse in April 2005. Yet it still paid £67m for the intellectual property rights to the Rover 75 and 25 models.

A UK consortium briefly entered the fray but it was NAC who secured the company, lock, stock and BMC barrel, for £53m. Not bad when you consider that Longbridge contained in the region of a billion pounds' worth of hardware, some of it shiny and new. BMW hardware at that.

The plot thickened at last month's Shanghai auto show. SAIC unveiled its new Roewe 750 saloon, a dead ringer for the Rover 75. Elsewhere, the wraps came off NAC's MG7 amid ludicrous fanfare, dancing girls, Beefeaters and Household Cavalry.

China's aspiring middle classes love a bit of English culture apparently. And the MG3 - a remixed Rover 25 - arrives at the end of this year, while the MG TF has gone back into production now at a scaled-down Longbridge. These final dregs of Britain's car industry could have the last laugh.

What's in a name?

Actually, I've always had a soft spot for the Rover 75. A brief drive around the factory - on roads with names like Birmingham Street and Scotland Road - proves that this Chinese-made car is as supple and polished as the last Longbridge one I tried. In fact, Stowe claims that it's actually better in some key areas.

The K-series, 1.8-litre engine is Euro IV compliant, and its predilection for blowing head gaskets is cured. There are LEDs in the rear lights rather than bulbs, and various other cosmetic changes. Some of the interior switchgear doesn't feel as good - local suppliers - but the doors close with a thump and the exterior shut-lines are tight enough.

Grumbly pump aside, the MG7's steering is just as taut as the 75's, and it changes gear smoothly, too. And its rolling comfort is still exemplary. They've even reinstalled the sound-proofing that desperate Rover execs removed in a last-ditch cost-cutting exercise.

Should I be surprised? Probably. The sign in the body-in-white area that reads 'sincerity is our persistent win win headspring' suggests that this hugely ambitious project is unlikely to be hitch-free. There are 268 robots on the MG7 line; judging by the brief vignette that we witnessed on our visit, not all of them are house-trained yet. Stowe is realistic, but committed. "We're probably a few weeks away from MG Rover quality as it was," he says, "but we're a couple of months from the quality that I really want."

The contents of the 5,000 crates shipped over from Longbridge were quickly and successfully reassembled - Still, the main assembly plant is hugely impressive, a vast, clean space that mimics perfectly the one that used to keep a good chunk of a Birmingham suburb in employment.

The sheer manpower available ensured that the contents of the 5,000 crates shipped over from Longbridge were quickly and successfully reassembled. "It wasn't easy," says Stowe, "because we didn't have a handbook or assembly instructions. But it was done in about three months. "The Chinese wouldn't spend 10 grand on a swing arm to lift a heavy object. They'd just employ another couple of people to do it."

People. In a country with 1.3 billion of them, they're a major resource. They're also mostly very low-cost. Five years ago, the concept of a privately owned car here was absurd; in 2006, more than seven million were sold, making this the world's second-biggest car market after the US. Even if only a tiny percentage opt for an MG, its future will be secure. "I can't see myself going back to sleepy Solihull just yet," Stowe says conspiratorially.

submitted by John Voelcker

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All British Field Meet Portland, Oregon  
Portland International Raceway.  
August 31, September 1, 2, 3, 2007

The most comprehensive All British Field Meet in the western U.S. - This year honoring Triumph

A four-day festival of fun, food, great British cars and motorcycles, and Vintage Racing. Over 700 cars and bikes last year. Party, car show, People's Choice voting and awards in 79 classes), swap meet, slalom racing, photo concours, dash plaques, regalia, souvenir program book, Bar-B-Que dinner, rallye, Land Rover off-road adventure rides, plus three days of Vintage Racing, sponsored by SOVERN.

All British cars and bikes are welcome, from Concours to works in progress. Show what you drive. See what others have done with their cars.

Special rates at nearby hotels, and camping is available right at the event location.

More info and registration details: [www.abfm-pdx.com](http://www.abfm-pdx.com)