

"Far and away the best prize that life offers is the chance to work hard at work worth doing." - - Theodore Roosevelt

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

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

Photos Attached:

** Title Page:

Beautiful Morgan

Healey Speedboat

** Rodeo Drive Concours photos

Clockwise from upper left:

Nice XK150 Coupe

Rera fiberglass Morgan Plus 4 Plus coupe

Lotus 11 racer

Gil Lesage's XK120 custom

Morgan Aero Eight

Wooden Boatail Rolls Royce

** Photo Page

Top: New Mini Wagon

Center: Mel McKinney's 1955 MGTD and his Little River Inn

Bottom: Scott Brown's 1957 MGA racer, "The Pile"

** Custom Jags

"The problem with the world is that everyone in it is about three drinks behind." - - Humphrey Bogart

E D I T O R I A L

Dear Readers,

Thanks so much for all of the nice thoughts you've been emailing to me. Your pictures and stories are quite entertaining and, when appropriate, will be featured in the British Car Network (BCN). Your input will add to the scope and depth of any British car subject. Don't be shy. This publication goes out to thousands of British car enthusiasts all over California and the West Coast and is expanding beyond. Hope you all enjoy the BCN - It is what is needed to keep the light of Lucas shining (along with cleaning the ground connections!) amongst the sea of 57 Chevies and thumpin' muscle cars.

It is also our duty to try to preserve the culture of the people of England at the time these cars were made. Everyone here should be required to watch Foyle's War and Miss Marple each week on PBS to become properly indoctrinated, except for classic Mini owners who will need to view Monte Python reruns and Mr. Bean. The kiddies will have to make do with Postman Pat on HBO Kids to see what it's all about and why dad has weird cars.

Palo Alto is shaping up nicely and we are going full speed ahead with the Saturday Tour (September 8) and Sunday Show (September 9). We hope to see many of you there.

Thanks for readin'
Thanks for writin'

See you on the Funway,

Rick Feibusch

RARE HEALEY BOAT AT THE WEST COAST RENDEZVOUS IN WASHINGTON (picture on attached title page)

For the first time in the 33-year history of the West Coast Meet/Healey Rendezvous, a Healey boat was present at the event, held this year in Richland, Washington. Reid Trummel of Portland, Oregon, a member of the Cascade Austin-Healey Club the host club for the 2007 Rendezvous brought out his ultra-rare 1956 Healey Ski-Master boat, giving the event participants a look at another aspect of Donald Healey's creative genius.

Donald Healey formed ³Healey Marine Ltd.² in 1956 and produced about 1,750 boats over a six-year period. Reid's boat is one of the early ones, dating from 1956, using all-wood construction, and designed to pull two skiers. With its 55-horsepower Mercury Thunderbolt Mark 55E motor the same vintage as the boat the Ski-Master will easily cruise at 30 MPH. Made primarily of African Mahogany, the boat comfortably seats up to five: the ³skipper² and four passengers.

In addition to the ³first² of showing a Healey boat at the Rendezvous, Reid also struck on the idea of raffling tickets for Healey boat rides, adding another ³first² with this unique feature of Rendezvous 2007. With the Columbia River next to the host hotel, and a boat launch just a little over

one mile away, nine raffle winners got the actual experience of riding in one of Donald Healey's watercraft. Additionally, anyone driving a Healey more than 500 miles to attend the Rendezvous was offered a boat ride, adding two more to the list of passengers during the week.

Tickets were drawn Wednesday evening, and on Thursday nine lucky attendees had the rare experience of actually riding in a Healey boat. Taking three people out on each of three 40-minute rides, nine Healey fans can now claim to have gone Healeying on the water.²

³The boat operated just perfectly, like it was still a new boat,² Reid observed afterwards. The passengers agreed. Reid took the boat out for a test run and photo session the day before the rides, and Bill Emerson videotaped and photographed it.

This 1956 Healey Ski-Master also won the ³Other Healeys² class in the Popular Vote, and provided a stark contrast with the other class winners in the Best of Show line-up, where all of the class winners were presented Thursday evening. ³It was fun to share this rare piece of Healey history¹ with so many other Healey enthusiasts. There is only one other known Ski-Master in the USA, and it was brought over from a museum in England a few years ago. Therefore this boat is likely the last surviving example of the model that was sold new in this country,² Reid commented. Judging from the comments about the boat, Donald Healey's boats are still highly appreciated by those who also appreciate his cars.

Back to the future for the DeLorean
by Edward Lapham
Automotive News
4 July 24, 2007

It's never too soon to start preparing for important events.

So get ready: Oct. 19 will be the 25th anniversary of John DeLorean's arrest on federal drug-trafficking charges in Los Angeles.

A week later, with DeLorean still in the federal lockup on Terminal Island, the DeLorean Motor Co. collapsed into Chapter 11 bankruptcy, from which it never emerged.

It was jarring to see DeLorean on TV news reports wearing manacles and leg irons.

DeLorean was acquitted of the drug charges in Los Angeles and later acquitted of federal fraud charges in Detroit. But his career as an independent automaker was over, even though he tried for years to find private equity capital for a new enterprise.

But his failure didn't kill the DeLorean sports car project.

In one of the stranger twists of an already bizarre saga, a quarter century after DeLorean's career hit the fan, the remnants of his stainless steel

dream have been stitched into a viable business. After the bankruptcy, DeLorean Motor Co. (Texas) bought the inventory of leftover parts as well as rights to DeLorean names and trademarks.

You can probably thank -- or blame -- movie producer Steven Spielberg that there is any value left. Spielberg's Back to the Future trilogy starring Michael J. Fox and Christopher Lloyd kept the name alive, if not the dream.

Located in Houston, DMC (Texas), www.delorean.com, sells parts and accessories; services, restores and even remanufactures vehicles; and is a lightning rod for DeLorean enthusiasts, with occasional events for owners.

But here's the shocker: Vice President James Espey tells me the company plans to put the DeLorean back into production early next year.

Espey says the company will build cars after it has completed a backlog of restorations, probably by March or April.

It's feasible because the company has a stockpile of original parts and components -- including engines and most stainless steel sheet metal -- and has found suppliers for what it lacks. The new cars will be built as one-off kit cars, avoiding the regulatory rigors of serial production.

If the Texas company pulls it off, it just might be time for Back to the Future IV.

You may e-mail Edward Lapham at

submitted by John Voelcker

COMMENTS:

This rather ambitious report forgot to mention that DeLorean took the British tax payer for a cool 44 Million Pounds that's about 90 million dollars in US Funds based on 2007 exchange. The man was an out right crook in every sense of the word. He left over 200 people without a job, screwed the British government then took off with about six million in his brief case never to return to face the felony charges in Britain. If you are going to talk about this man make sure you have all of the facts!

Geoff Wheatley.

"You only need two tools: WD-40 and Duct Tape. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the duct tape." - - Larry Daniels

LETTERS

More reader's racing at Monterey!
(photo attached at bottom of Photo page)

Hi Richard -

I will be at the Rolex Monterey Historic Race this year with my 1957 MGA MKI - #41, The Pile. Please stop by. We run in Group 3A on Friday and Saturday.

Best - Scott Brown
Vintage 31

Richard,
Thanks for putting my dear Doretta at the top of your Palo Alto picture page. It really is special!

Michael S. Vogel

Michael,
Send us some pics and its story and we will run a feature on it - Many people do not know the story or even realize that the Doretta is a Triumph-based low production car built for the American distributor, that pre-dated the MGA - editorRick

A lovely car club friendly Inn (image center of photo page)

Hi Rick,
Your email re The British Car Network was forwarded to me, as proud owner of a '55 MG TF 1500 (BRG, of course, with wires, etc.)

Our family owns and operates the Little River Inn up here on the Mendocino Coast. My favorite marketing endeavor on behalf of the Inn is to make it available as a destination for car groups. The California Mille and many other vintage car groups appreciate the classic ambience of the place, as well as its stunning location across from the ocean, 2 miles south of the charming village of Mendocino. The drive up here from the Bay Area, particularly after leaving 101 at Cloverdale, was made for vintage cars.

The Victorian main building of the Inn was my wife's great grandfather's home, built in 1863. It's now the office, bar and restaurant, with a couple of antique rooms above. The rest of the Inn consists of various rooms, cottages, and suites at different locations. Check us out at www.littleriverinn.com. I'd love to see some of the Palo Alto group motor up here sometime and spend a day or two touring the local Mendocino Wine Country, as well as the many side trips accessible from the Inn. It's what I do with my TF.

With our own golf course, tennis courts, spa, all rooms with ocean views, and excellent restaurant/bar, Little River Inn is in itself a reason to visit the Mendocino Coast. All the better if one does it in style by motoring on up in a well loved British Car.

If you, or any of the Bay Area Groups are interested, call me directly at my home office # (I'd love to explore the possibilities.

Mel McKinney

Rick...

Just as note of appreciation. Although I don't remember us ever meeting, I have been receiving your newsletter off and on for as long as I can remember. Fortunately (or unfortunately), I am one of those who for 47 years has been attached to our LEC's (that's Little English Cars, for they were only made in England, and none in Scotland, Wales, Northern Ireland, or the Channel Islands (besides, with the current rush to devolution, there will soon be no Great Britain). Mine is a 1960 Austin-Healey Frogeye that I bought new, and drove off the showroom floor as a poor enlisted sailor in Memphis, Tennessee.

As I recall, you were around in those "starving time" years, after they had gone out of production, but before there was much of an interest in them as classics. Anyway, I just want you to know I have long appreciated what you have done to help and promote our tight little community.

Buster Evans
Anaheim, California

British Cars Shine at The Beverly Hills Rodeo Drive Concours
(photo montage attached)

Hey Rick,
I thought the folks might want to check out my Jag 120 plus other British cars that showed up at the June 17th Beverly Hills Rodeo Drive Concours. Go to www.autospies.com - to see the whole event. Yes, I was lucky enough to have had both the gorgeous blond models you see on the website pose in my '52 race-modified XK 120, two-tone red with deep red around the grille area. Note grill has been incorporated into body and no longer opens with hood. You will also see red roll bars and Kirky racing seats. I just received confirmation that my race-modified XK 120 (with the 140 grill) will be one of only 30 cars invited to the August Concours and FashionShow at the Playboy Mansion in Beverly Hills.

Gil Lesage

Gil,
While it is getting harder and harder to find modified Jaguars, there are a number out there. Yours is quite unique - Just for fun, I've included some other examples of Jaguars in Customland. On the attached photo montage we have a Jag 3.8 saloon that has been made into a Carson Topped pheaton with opened rear wheel arches and some early XJ6 "turbine" wheels. A truly original approach to the traditional 1950s custom genre - the car was found on ebay - The bottom photo is an interesting use of an XK140 bonnet on a fiberglass "kit" custom. The body was made of of molds taken from a popular customized 1939 Lincoln Zepher and fits on a modern chassis. Though georgous when finished, they all do look like Lincolns. This builder gave his kit an almost French-ish, Delehay look by blending in the Jag nose - photo taken in Hollywood in front of a club with a cell phone!!!

- - editorRick (Custom Jag photos atatched)

J.D. Power and Associates Reports:

Jaguar Ranks Highest in Customer Satisfaction with Dealer Service

Contacts: John Tews & Syvetril Perryman

<http://www.jdpower.com/corporate/news/releases/pressrelease.aspx?ID=2007112>

Drop-In Customers Report Greater Satisfaction Than Customers Who Make Appointments

WESTLAKE VILLAGE, Calif.: 19 July 2007 <Although more than three-fourths of vehicle owners report making an appointment with their dealership for a repair or maintenance, customers who drop in without a scheduled appointment are more satisfied, according to the J.D. Power and Associates 2007 Customer Service Index (CSI) StudySM released today.

The study, now in its 27th year, measures the customer satisfaction of vehicle owners who visit the dealer service department for maintenance or repair work during the first three years of ownership, which typically represent the majority of the vehicle warranty period. Overall customer satisfaction with dealer service is based on six measures: service initiation, service advisor, in-dealership experience, service delivery, service quality and user-friendly service.

The study finds that owners who drop in for service without making an appointment provide satisfaction scores averaging 882 on a 1,000-point scale, compared with 874 among those who make an appointment.

³Customers who plan ahead and make appointments to have their vehicles serviced expect that the dealership will prioritize their vehicles,² said Tom Gauer, senior director of automotive retail research at J.D. Power and Associates. ³However, when customers with appointments see that drop-in customers are receiving the same attention and priority, their satisfaction drops. Conversely, drop-in customers are usually quite happy when a dealership accepts their vehicle for repair, since they expect that they could be turned away. Dealerships can seize this opportunity for improvement by continuing to delight drop-in customers, but also by paying special attention to customers with appointments, and greeting them promptly so that those customers know that their appointment time has been reserved especially for their vehicles.²

The study also finds that, indicative of the automotive industry¹s continuing product quality improvements, more customers visit dealerships for maintenance rather than repairs. The percentage of maintenance visits increased by four points to 62 percent, with 38 percent of visits being for repairs.

Jaguar ranks highest with an overall CSI score of 925 points on a 1,000-point scale<13 points above the top CSI performer in 2006<improving considerably among repair customers in the areas of service quality and service initiation. Following Jaguar in the rankings are Buick (918) and Cadillac and Lexus (913, in a tie).

The study also finds that personal interaction with customers by service staff can go a long way in impacting customer satisfaction with dealer service. For example, among customers whose auto repairs and maintenance were not completed correctly the first time, proactive communication by the service staff helped to mitigate the decrease in satisfaction. Of these customers, those who report they were ³delighted² by how well their repair or maintenance work was explained to them averaged a satisfaction index score of 890<14 points higher than the industry average<compared with 733 from those who said that they were ³satisfied² or ³indifferent.²

³Customers whose repairs or maintenance were not completed correctly the first time understandably would report lower levels of satisfaction,² said Gauer. ³However, if the service staff takes the time to effectively explain the reasons for the work that was done, what the customer is being charged, and to answer any questions the customer might have, the dealership can still keep customers satisfied.²

In addition, the study shows that customers delighted with the communication by the service staff demonstrate increased loyalty to dealerships. Of those who were delighted with how work was explained<even when their repair was not completed correctly the first time<72 percent said that they would definitely return to the dealer for service covered under warranty, compared with only 42 percent of customers who were satisfied or indifferent. Nearly one-half (47%) of delighted customers report they would definitely return to the dealer for maintenance or repairs that they would have to pay for, compared with only 17 percent of those customers who were satisfied or indifferent.

³While fixing a vehicle right the first time is important, personal interaction and communication from service staff can also be critical in keeping customers satisfied with their service experience,² said Gauer. ³Simple steps such as greeting service customers quickly upon arrival, fully explaining charges and repairs and performing visual inspections of the vehicle with the customer can go a long way toward promoting satisfaction and loyalty.²

The 2007 CSI Study is based on responses gathered between January and April 2007 from 84,495 owners and lessees of 2004 to 2006 model-year vehicles.

submitted by John Quilter

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:

e-mail: <rfeibusch1@earthlink.net>

UPCOMING EVENTS - Compiled by Jim Perell/Rick Feibusch

08/19/07 Pebble Beach Concours www.pebblebeachconcours.net

08/31-9/3/07 All British Field Meet www.abfm-pdx.com
Portland International Raceway, Oregon

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

09/22/07 Ironstone Concours www.ironstonevineyards.com

10/07/07 San Diego British Car Day www.sandiegobritishcarday.org
Bonsal Farm

10/11-10/14 07 Triumphest 2007 www.triumphest.com
in Laughlin, NV

10/13-10/14 07 British Car Roundup www.valleybritish.org
Valley British Auto Club - Fresno area

10/20-21/07 California Autumn Classic Santa Cruz Mountains
Bill Meade: 831-722-3253 autumnclassic.100mregistry.co

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

11-18-07 34th Annual All MG Swap Meet by Vintage MG Club/SoCal
at College Park in Fullerton 7AM - 12PM
John Seim: - Don Kosop:

2008 MINI Cooper S Clubman Preview
MINI stretches its legs with a new long-wheelbase model.
by Marty Padgett

You can view this article online at
<http://www.thecarconnection.com/?article=13164>

MINI says its new Clubman-rumored forever in the automotive press and shown
innumerable times in spy shots everywhere, including here at
TheCarConnection.com-will arrive in the U.S.early in 2008.

MINI's newly stretched model harks back to the extended Travellers,
Countrymans and Estates sold under the Mini nameplate from 1960 to 1982.
And like the Cooper hatchbacks and convertibles that have preceded it since
BMW reignited the brand, the newest MINI will offer a wide range of custom
trim to go with its new turbocharged and normally-aspirated engines.

Undoubtedly, the most important features of the new MINI are the added
doors. The hatchback of the new machine is split with a pair of
side-opening doors, while the right side of the vehicle gains a "Clubdoor"
similar to those on the Mazda RX-8 or the Saturn Ion.

The side door opens up to a much larger interior space behind the front
seats, while the rear doors make loading cargo easier into the expanded
rear end. Rear passengers will notice vastly more interior leg room: the
Clubman sports a 9.5-inch addition to its wheelbase, while leg room itself
has grown about 3.2 inches. Rear cargo room us up to 32.6 cubic feet with
the rear seats folded down; with the seats raised, the Clubman still
carries 9.1 cubic feet of stuff.

The Clubman's engine and gearbox range mirrors that of the MINI Cooper S we
tested last fall. The base powerplant is a normally aspirated, 1.6-liter
four-cylinder with 120 horsepower and 118 pound-feet of torque. It's paired
either to a six-speed manual or a six-speed automatic gearbox. This version
of the Clubman can accelerate to 60 mph in less than 9.6 seconds and can

hit 125 mph with the manual gearbox.

Enthusiasts will linger over the turbocharged version of the same engine, found in the Cooper S Clubman, however. In U.S. trim it blows out 175 horsepower and 177 pound-feet of torque, which propels the longer Clubman to 60 mph in less than 7.6 seconds, and to a top speed of 139 mph. With an automatic, it still hits 60 mph in 7.8 seconds and reaches a top speed of 136 mph.

Both engines have direct fuel injection, but some of the features to be found on European Clubmans will not or may not make it to the Stateside versions. Euro models arrive in showrooms with automatic stop/start functionality built in, to save fuel, along with regenerative braking, which captures heat energy normally lost in braking and converts it to electrical power for accessories. Neither of these features is planned for launch in the U.S. at this moment. Euro MINI Cooper Clubmans also will be offered with a 1.4-liter turbodiesel that's not in the cards for U.S. cars, at least for now.

However, all MINIs coming to the U.S. will get a raft of standard safety gear including six airbags, anti-lock brakes, electronic brake force distribution, Cornering Brake Control (CBC) and Brake Assistant. Stability and traction control with hill-start assistance will also be standard. A limited-slip differential will be an option on the Cooper S Clubman, while 16-inch wheels will be the standard on the S models.

As with other MINIs, a huge variety in color and trim choices will be offered. U.S.-spec offerings haven't been announced, but European cars, for example, will sport a color panel around the rear doors that matches the roof color. MINI promises more than 40 different color combinations for the Cooper S Clubman, and we're sure the longer roof will enable it to show off some special treatments.

The Clubman goes on sale in Germany on November 10, with U.S. cars reaching showrooms in the first quarter of 2008.

submitted by John Voelcker

Calling all Classic/Vintage Car Clubs:

Hospice of San Luis Obispo County is launching the first ever Avila Beach Concours d'Elegance weekend from October 26-28 this year. Besides the concours itself on the golf course, the Central Coast Road Rally will take in the best of the Central Coast roads and venues. A Friday night Ranch Reception and a Saturday night gala dinner on the golf course round out the weekends festivities.

All net proceeds benefit Hospice of San Luis Obispo County, and 80% of ticket prices are tax deductible. If your club might be interested, please visit our event website at:

www.avilabeachconcours.com

If you have any questions, please call me at () for details and special car club packages and hotels.

Chris Aho
Hospice of San Luis Obispo County
1304 Pacific Street
San Luis Obispo, CA 93401

28th ANNUAL SAN DIEGO BRITISH CAR DAY & PICNIC
Sunday, October 7, 2007
Fairbrook Farms, 4949 S. Mission Road
Fallbrook, California (directions below)
www.sandiegobritishcarday.org

STARTING THIS YEAR, REGISTRATION FROMS WILL NOT BE ³SNAIL MAILED² OUT<YOU MUST DOWNLOAD FROM THE WEB SITE, OR ACQUIRE FROM YOUR CLUB NEWSLETTER OR CLUB WEB SITE

Registration form attached; please keep this sheet for your records and the directions.

The San Diego British Car Club Council brings you the ³28th Annual San Diego British Car Day.² Our event seeks to foster camaraderie among Southern California British car enthusiasts. This is an ³owners¹ car show.² You will see everyday drivers, concours quality cars, and ³beaters!² Please plan to drive your British car!

Twenty eight years ago, a hearty band of British car enthusiasts got together over picnics at a park to view each others¹ cars, and enjoy each others¹ friendship. This year, we begin to return to that heritage. Over the past 28 years the event has grown considerably and now attracts participants from all over California and beyond.

We are proud that this event has become one of the premier British car shows in California. In the past few years, we have incurred considerable additional expenses relating to, among other things, permits and insurance. Thus, starting this year, we have made some changes in keeping with the original spirit of the event.

For instance, there will be no program or raffle at this year¹s show. Also, due to the increased expenses, we have had to increase our registration fees by \$5.00. We continue to provide a wonderful experience, including a variety of vendors, Hogg¹s Beach BBQ, the very popular Cameron Highlander Bagpipers and over 400 diverse English cars for your viewing pleasure. Have a Great Day!!

Registration: Starting at 7:30 a.m.
Show 10:00 a.m. - 3:00 p.m.

DIRECTIONS: Fairbrook Farms is located on Mission Road near State Highway 76, which connects with

Interstate 5 and Interstate 15.

From I-5 -- At Oceanside, go East on Highway 76 (Mission Avenue) about 12 miles. Turn Left on Mission Road at the traffic light. The site is _ mile on the Left.

From I-15 -- Thirteen (13) miles north of Escondido or 11 miles south of Temecula, go West on Highway 76 (Pala Road) 4 _ miles. Turn Right on Mission Road at the traffic light. The site is _ mile on the Left.

Pre-registration \$20.00 per vehicle (postmarked by Sept 12)

Walk-in visitors - \$3.00

Day of Show \$25.00 per vehicle

Children under 15 years - Free

Make Check Payable to: BCCC

MAIL BY SEPT. 12th to:

San Diego British Car Club Council

P. O. Box 710131

San Diego CA 92171-0131

QUESTIONS?

Please call San Diego British Car Day Info Line: