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The British Car Network - August 1, 2009

"If you don't read the newspaper you are uninformed; if you do read the newspaper you are misinformed." - - Mark Twain

Dear Readers,

Summer is here and events are happening all over the state. We just got back from the Ventura County British Car Meet and there are a few big-uns brewing for later in the summer. The Brisbane Marina British Car Meet on September 12th and 13th is gathering speed and support from all over the Peninsula and is turning into the wildest FREE get together in over twenty years.

First, we have split the events back again to the Tour To The Sea on Saturday and parking lot meet on Sunday, as it was last year. With support from the Sierra Point Yacht Club, The Brisbane Lions Club, The Brisbane Chamber of Commerce and the Sierra Point Marina management, the event has grown with a Lions 10K run for charity, local participation and the Lions will be there all day with their Barbecue and lunch to augment the brunches at the Yacht Club.

We also have set up a special Hotel package at the Radisson Hotel in the Marina. For about the price of a airport motel, you can stay at a really nice hotel right there at the Marina for \$89.00 + 10.065% tax per night Friday, or Saturday night. You must book your room before August 28, 2009 to ensure a place as there are a number of conventions in the area. You can book through Carole Burton (MGB owner) of Santa Cruz Travel: Phone 831-632-2323 - Email: <carole@santacruztravel.com>, There is more information elsewhere in this edition.

Remember, tell all of your British car friends about this FREE meet as it will probably only be publicized on the internet. We are looking for some mailing sponsors to mail to our list - If you are interested in getting out to thousands of Brit car owners, give me a call at 310-392-6605 very soon.

There also is the big 30th ANNUAL SAN DIEGO BRITISH CAR DAY AND PICNIC on Sunday, October 4, at the Admiral Baker Field in San Diego - website: www.sandiegobritishcarday.org - Details at the bottom of this edition...

Thanks for reading - Thanks for writing....

Best,

Rick Feibusch
British Car Network
Venice, California

The 2009 Ventura County British Car Meet
by Rick Feibusch

This year's Ventura County meet at the marina in Oxnard was big as ever with over 200 cars on display on the lawn and in the car park. The car park was a show in itself as spectators had brought everything from an early 1930s American Austin sedan and a restored 1962 Valiant hardtop, to a number of customized Fifties Ford pickups along with the various British and European iron that didn't make it onto the lawn.

The first car we encountered when we walked onto the field was the amazing orange Rover V8 powered MGB that was driven all the way down from Canada! Dave Wellwood covers the car, featured on the cover, later in this issue.

Attached, you will find a pair of montages with photos I took of the cars that impressed me. The 1948 Standard saloon was nice as can be and is a car that I have never seen before, even in the UK. The AC coupe is another rare one, as was the Rolls Royce Shooting Break (Estate Wagon) and the Triumph Vitesse Sport Six convertible. These are six cylinder powered Heralds with dual angled headlamps. Fast, but tricky to drive with the rear swing axle, this green and white beauty looked better than new! The blue 1967 Morris Minor convertible was a show stopper with its wide whitewall tyres and white piped black interior, as was Craig Cody's red, 51,000 mile, mag wheeled, 850 Mini..... Nice, Nice, Nice! Bill Czerwinski was back again with his 1933 English Ford, this time sporting a GMC 3-71 supercharger on a homemade manifold that pumps more power into the Buick 3.8 liter V6.

A fun show for sure - A special mention for Darryl Struth who made the wonderful engraved granite awards and Albert Escalante who was given an award for over 20 years of service with Central Coast British Car Club and years of work with this event.

Albert Escalante on the Ventura Meet:

Things are getting pretty interesting in the Car Show circuit. Take our 19th Annual Central Coast British Car Show held on July 26, 2009...I saw a man and a woman who were pushing around a "Steadycam" (a mobile movie camera on a crane like set-up) around the field. In the past 20 or so years so much technology has gone into mobile cameras in order to give viewers a feeling of actually being there. Today, the technology has them as smooth and steady as the the last generation of Studio Cameras.

No matter how professional looking or expensive edited studio films are what's missing is the nitty gritty reality & immediacy of the new "Steadycams." Now anyone can try to be a Marty Scorsese!

I've seen them at concerts or independent film productions like those aired at the Sundance festival, but here they were at our local and well established, but by no way a Pebble Beach, event. By the way this years Featured Marque was the Mini. First introduced 50 years ago, now they're all grown-up have even been reintroduced by BMW due to it being so damn popular and innovative.

But back to the movie of our clubs 19th Annual Car Show. The DVD will soon be out and will primarily be sold to people who had their cars out there on display at the Channel Islands Harbor. When I saw them

they just happened to be doing a 360 degree and overhead filming of a 1930's era Rolls Royce Shooting Brake. (Station wagon) It all seemed rather heady especially surrounded by cars at least 29-40 years old?

I ran into an old pal named Dick Doyle who has a 1960 Bugeye and 1963 Sprite laughingly he said, "Hey Al, not bad for an 83 year old guy, eh?" And I said "Dick you're not 83!...you're 38....You've just found a way to turn time backwards!" Like Moss Motor's Ken and Barby Smith (Or, Mr. and Mrs. MG - as they are the unofficial Ambassadors from Abingdon!) were there as was Rick Feibusch and his lovely wife Carolyn just back from assisting the organizers of the British Car Meet in Woodstock, NY

To see more on the show in the next few days we should have pictures posted on our club website at: www.centralcoastbritishcarclub.com
What else can I say You shoulda been there but with the movie of the Car Show that was filmed today you can order a copy and see what you missed!

Cheers!

Alberto Escalante-CCBCC West Coast USA

32nd year in the San Francisco Bay Area.....

THE 2009 BRISBANE MARINA BRITISH CAR DAY
AT THE SIERRA POINT YACHT CLUB - BRISBANE, CA.

And now for something completely different.....

TOUR TO CAMERON'S PUB - SATURDAY, SEPTEMBER 12th
Leave anytime between 8:30AM and 10:30AM

BRUNCH & CAR PARK DISPLAY - SUNDAY, SEPTEMBER 13th
Parking Lot Show & Tell - 8:30AM to 1:30PM

Join your British car friends for a smashing weekend at the Brisbane Marina. Over 200 quirky, classic, and lovable British cars will once again gather in the Bay Area for our 32nd Annual British Car Meet. We've been presenting this event on the same weekend for over three decades and because the times, they are a-changin,' we will be a-changin' with the times.

After careful consideration of the present economy, fading sponsorship, and smaller attendance, combined with the decentralization of the hobby and a number of new competing Northern California events, we have decided to try something that is quite like the very first British Car Meet held in Palo Alto in 1978. A one day FREE event...

That's right, FREE.

* Saturday - Tour To Cameron's Pub (leaving between 8:30 & 10:30AM)

This tour will take you over some of the most beautiful roads in Northern California. People will be able to leave on the tour route anytime between 9:00AM and Noon. There will be two optional routes. One direct, yet still quite scenic, and another with a backroad component. The shorter route should take less than an hour and the backroads route will take a bit more than an hour.

* Sunday - Parking Lot Show & Tell 8:30AM to 1:30PM (or so):

This will be a simple, no fees, no frills, no awards gathering of British and Arcane car enthusiasts. We have made arrangements with the good folks at the Sierra Point Yacht Club to set up in the parking lots around the club. The Yacht Club will be offering an optional Sunday brunch and coffee. It

all starts Sunday morning at 8:30AM and goes on into the afternoon.

* Hotel Package

We also have set up a special Hotel package at the Radisson Hotel in the Marina. For about the price of a airport motel, you can stay at a really nice hotel right there at the Marina for \$89.00 + 10.065% tax per night Friday or Saturday night. You must book your room before August 28, 2009 to ensure a place as there are a number of conventions in the area.

Radisson Hotel San Francisco Airport Bay Front
5000 Sierra Point Parkway, Brisbane, CA 94005
website: http://www.radisson.com/brisbaneca_airport

Reservations for British Car Meet Folks:
Carole Burton at Santa Cruz Travel
831-632-2323 - home office phone and fax
Email: <carole@santacruztravel.com>

* Directions To The Brisbane Marina:

The Brisbane Marina is located on Sierra Point, just east of the Bayshore Freeway (101) in Brisbane, between San Francisco and the SF Airport and Highway 380. Just take the Brisbane/Sierra Point Exit and follow the signs to the Marina.

Cameron's Pub is located at 1410 S. Cabrillo Hwy in Half Moon Bay. It is just south of downtown HMB on the west side of the coast highway.

Information: 310-392-6605 • e-mail: <britishcarnetwork@gmail.com>
Website: www.allcarcentral.com/thebritishcarnetwork.html

Cover Car - MGB With Rover V8 Punch - And A whole lot more

This was the first car that we saw as we entered the Ventura British Car Meet this year. Sporting Canadian license plates, it obviously came a long way - we wondered if that was on a trailer?? First clue to the insides was the bright orange finish and superbly done body modifications. These roadsters are very sensitive to fender flares and modern wheels that often look awkward and "added-on." Not this one! Everything looked in perfect proportion and slick as can be.... a walk around the front confirmed our suspicions that this was way more than a pretty face. Dave Wellwood, Ventura meet coordinator and owner of Wellwood Restorations (wellwoodautorestation.com) tells us more:

Hi Rick. I can tell you about the V8 MGB from Canada. It belongs to Bruce Mills from Sechelt, British Columbia which is just a ferry ride north of Vancouver. I knew Bruce years ago in Vancouver and had not seen him for maybe 15 years or so. We met through sports cars in Vancouver back in the early 1970's. He tracked me down to our shop in Ventura via the internet and sent me a message. I told him about the car show and he thought it would be a great cruise for his 74 MGB.

He has owned the car for 21 years and it is the most modified "B" that I have ever seen. Rover V8 & Camaro 5-speed gearbox, All wiring hidden, shaved door and trunk handles, steel flares and w_i_d_e tires, great wheels, signal lamps hidden in the headlamps, LED marker lamps, great leather seats, roll bar, gauges and more. It is a fantastic job. I drove it around all day Monday and it was a gas. I don't need to buy a Ferrari 308 now if I build an MGB like his!

Bruce drove about 1,400 miles down for the show and stayed with us for a couple of days. He left Tuesday morning to go to Vegas, Monument Valley in Utah, Wyoming, then Yellowstone and eventually back to BC.

about 5,000 miles in all in two weeks plus a couple of days.

He won a very nice trophy at the show.

Cheers!

Dave Wellwood

Show Chairman, CCBCC 2009

WELLWOOD AUTO RESTORATION, INC

wellwoodautorestitution.com

submitted by John Voelcker of New York City, who wrote:

Even I was surprised at this ... Bentley goes all Craigslist on us!

best, jv.

RARE GLIMPSE INSIDE BENTLEY AND ROLLS-ROYCE

Owners, enthusiasts and traders invited to Bentley Motors (26-27September) for unique parts and accessories sales fair. One of the motor industry's hidden treasure troves will be opened for the first time in September when Bentley Motors holds a one-off parts and accessories sales fair.

The famous Crewe-based manufacturer will be offering professional traders and owners of both Bentley and Crewe-built Rolls-Royce cars, as well as enthusiasts of these iconic British marques, the opportunity to purchase anything from a V8 engine block or replacement gearbox right through to an indicator bulb or pristine, beautifully illustrated 1950s handbook.

Bentley Motors holds over 55,000 part lines for all Bentley models(1955 onwards) as well as Rolls-Royce cars built in Crewe (1955-2002) at its state-of-the-art 143,000 square foot warehouse on the outskirts of the Cheshire town. This equates to an astonishing 7 million items - all stored and catalogued on the company's database.

The September sales fair will enable Bentley to create additional space for parts and accessories for upcoming cars like the Continental Supersports and the much anticipated all-new Bentley which is due to make its debut in California this August.

"Even Bentley employees describe our parts and accessories operation as a 'goldmine' and are slightly overawed by the sheer number and variety of parts and accessories we can supply", comments Steve O'Hara Director of Aftersales at Bentley Motors.

"However with so many Bentley and Rolls-Royce cars enjoying far longer lives than a typical vehicle and owners seeking to keep them in the best possible condition, we need to be able to support these customers and many more generations of owners. We take real pride in being able to provide anything from a humble speedometer cable through to replacement body panels anywhere in the world.

This event will be a real one-off. It is very rare for us to be able to open the doors like this so we hope that Bentley and Rolls-Royce aficionados will make the most of the opportunity."

Over the weekend a range of Bentley's factory trained experts will be on-site to provide visitors with advice on identifying and sourcing the correct parts for their car. All the items will be clearly catalogued and displayed by model type with a range of systems available to source the perfect part.

Unlike a typical 'autojumble', all the parts available will be original and unused, backed with a manufacturer warranty and many

provided in branded packaging. Bentley's official logistics partner will also attend the weekend to support any customers needing parts to be shipped.

Richard Lawrie, Heritage Parts Manager at Bentley Motors, comments:

"We will be providing a large marquee to display the parts and hope that the selection will meet the requirements of specialist companies who restore and service these remarkable cars as well as the owner enthusiast seeking a rare item and the opportunity to buy directly from the warehouse."

Anyone wishing to attend this unique Bentley parts and accessories can register their interest by contacting the team at heritage.event@bentley.co.uk by 21 August 2009.

www.bentleymedia.com

COMMENTARY

Thinking aloud!

by Geoff Wheatley

July 21, 2009

Driving in Europe

Just returned from Europe where the Automobile talk is all about GM and Chrysler with a few extra words about Ford! First question that the Motoring Public in Europe asks is simple...What the hell went wrong? Of course I like many others do not have the answer to that. Second question is again simple. With the GM Vauxhall brand growing from success to success in Europe especially since the production was moved from the UK after seventy or more years, to Europe, why is GM in trouble in its own back garden? Again I had no answer but it did pose the question how can Ford both at home and in Europe be such a great success yet GM has to beg for taxpayer's money to survive?

Whilst there I rented a small Ford with a five speed gear box and all the American trinkets like A/C. and Cruise Control that you can never use on Europe's crowded roads but look good on the sales ticket. My inboard computer indicated that I was averaging 41,3 mpg whilst driving at around 70/75 MPH on the Auto routes. As long as you remember to use the top gear as and when, you will get these performance figures. With fuel costing around nine US Dollars a gallon you tend to hit that fifth gear quite often.

The other thing that is impressive is the way that European Motor Manufacturers have built and promoted Diesel powered private vehicles. I have a US Jaguar that burns about 18 miles to the gallon if I am lucky. The same car in Europe with a diesel power unit will give the owner at least 40 mpg on a town trip and 45 mpg on the open road, further more you would never know the car was a diesel its as quiet and as gentle as any gas guzzler this side of the pond. No manufacturer that I spoke with is concerned with manufacturing so-called highbred green cars and why should they when the average performance and consumption from their developed internal combustion engine is twice as good as anything in the USA, where we are being pushed to develop hybrid's at inflated prices under the banner of a Green Society.

Obviously Chrysler was the main topic of conversation where ever I went and met with Car People. Now that Fiat has added this company to its list of vehicles like Alfa Romeo, and a few other successful European names there is speculation that Chrysler may become a success story once again in North America and even Europe. Fiat is one of the largest car/vehicle manufactures in the world and have a success

record similar to BMW.

One of the most striking things about the new passenger cars on the streets of Spain, Germany or Italy is the size. They are no bigger than the average BMW Mini sporting names like Mercedes, Alfa Romeo, Renault, etc. Each car is capable of transporting at least four grown adults in reasonable comfort any where throughout Europe and I suggest the same would apply in the USA. These are the private cars of the future and the sooner American manufacturers realize this the sooner America will get back into the automobile world market. I also drove a Smart Car for a few miles but have to admit that it was not a very enjoyable experience. I suspect they are ideal for crowded cities but the idea of taking one of these baby vehicles on any highway with large trucks thundering by is not my idea of fun! Looking at the price structure for cars in Europe and calculating our Dollar at \$1.40 to the Euro prices seems about the same give or take a few bucks. However, the larger cars are more expensive and in some locations carry an additional tax simply because of their size. As already indicated the cost of fuel tends to make the average driver confine his or her interest to miles per liter rather than miles per hour!

In answer to Mr. Wheatly's comments:

From John Voelcker of New York, NY

Model for model, cars in Europe and the UK cost 20 to 30 percent more than the better-equipped versions sold in the States. This varies somewhat with exchange rates, but the \$15,000 VW Golf we get here is more like \$18,000 in Europe.

Moreover, the diesel passenger cars in Europe exist because diesel is taxed at a lower rate than is gasoline. This dates back to a strike over increased fuel taxes by French truck drivers in the early 1980s, if memory serves. The 50-percent market share for diesels is due entirely to tax incentives. They serve a good purpose--increasing fuel efficiency and reducing carbon output--but I suspect the same might happen in the US if we had the same tax differential.

Finally, once again, it's worth noting that European cars do not have to meet the same safety and emissions standards as those sold in the US. Many of them would be considered too dirty to sell here, and they tend to have fewer airbags.

best,
John Voelcker
<http://www.greencarreports.com>

Dear Readers:

The lack of modern diesel cars in the USA can be largely blamed on the influential California Air Resources Board and their legacy of regulations preventing light duty vehicle diesels from being sold in the state. Since California is such a large percentage of the full USA market manufacturers did not see the cost effectiveness of developing, certifying, and marketing diesels for the country when such a large portion of the market was off limits. As more and more states blindly signed on to California's onerous regulations the question of diesels in the USA became even more unlikely. It's all about limiting consumer choices by government regulations.

John F. Quilter
Brisbane, CA

Readers,

He's talking about Imperial gallons, which are 1.16 US gallons. But these are still impressive figures. Americans just found out via a very funny TV commercial that a diesel Jetta is much more economical than a petrol/electric Prius.

Jeffrey the Barak
Los Angeles, CA

Rick,
Good to hear Geoff's comments.... Fuel has ALWAYS been expensive in Europe and the overall effect has been far more efficient cars... something like 70% of new European car sales are diesels..hybrids are generally considered forgettable irrelevances there, due to their less than sporty characteristics, high price and the level of boredom they instill... diesels are simple AND efficient ... slowly they are creeping into the US market but are a hard sell... with fuel at circa \$3 per gall fuel is more than a bargain here, so... why bother??

I note that BMW are promoting their 335d in USA (a totally overpowered beast with Ticketsville the main destination... who needs over 400ft lbs of torque in such a small car?? Where can one drive 170+mph in USA??) when the sensible and far more affordable 320D would suffice .. the BMW 2 litre diesel 4 banger is a jewel..smooth and VERY powerful with great gobs of torque from 1800rpm...and 50mpg capable unlike the 335d which is 35mpg with normal driving.. Same with the schoolkids collector X5 SUV, the X3 with 2 litre D is just fine.

I think they are relying on info from advisers well out of touch with the markets needs... I had a great drive along Spain's west coast from Portugal to France a couple of years back in rented Ford Focus diesel.. a highly competent car in every way... even prolonged stretches at over 110mph on Spain's fabulous toll roads didn't seem in the least bit stressed and we averaged above 45 mpg overall with some very rapid distances covered ... the US Gasoline version not only has lousy performance in comparison but also handles like a bucket of lard and guzzles fuel, although looks almost identical

Best,

Timothy Trevithick

I think a response to Geoff Wheatley's "Driving in Europe 2009" is in order.

First off, economy cars sales are down some 60 percent in this market alone and generally dying in the Western World as the Western World's standard of living increases. Smart had lost approximately \$850 million by late 1999 and is STILL in production some ten years later - having lost BILLIONS! Daimler A.G. hired Salomon Brothers in 2007 to quietly find a buyer, but with the economic meltdown there have been no takers at the present. Daimler A.G. is stuck with the car at the present.

The round up at present is this:

Saab (a EUROPEAN firm) is in bankruptcy proceedings. Due to GM's problems, they have not been in a position to help. The company will supposedly be bought by Koenigsegg - a small Swedish automaker not known for its fuel efficient cars.

Volvo is losing some \$2-\$3 Billion a year and is being propped up by Ford. Ford has been desperately trying to find a buyer.

VW is in such financial trouble that Porsche has now acquired a 51 percent stake in the group (which includes VW, Audi, Skoda, Seat, Bentley, Lamborghini and Bugatti) and has just about broke itself as a result. Porsche is now trying to get a group of sovereign wealth funds involved from Dubai to take a 26 percent stake in the

corporation.

Honda U.K. shut down its Swindon facility for 4 months and is considering laying off workers permanently. Honda is also laying off workers elsewhere in its world operations.

Renault and Peugeot needed and received financial help from the French Government. So far E6 Billion (about \$7.6 Billion) in aid from the French Government has been received plus indirect help in the form of tax cuts. Renault makes most of its money from its Dacia (Romanian) and AZLK (Russian) operations. Renault itself is actually profitable but huge losses from its Nissan operations has required it to get financial help from the French Government.

Fiat's "success" resulted in a 73 percent drop in profits for 2008. Fiat tried to get a \$6 Billion loan from the ECB (European Central Bank) in January 2009. They were turned down. They will receive between \$6 and \$8 Billion from the US GOVERNMENT in return for "helping to turn Chrysler around." They got their bailout. Fiat was, approximately a decade ago, 20 percent owned by GM but GM got rid of their stake in the corporation and with heavy losses between 2000 and 2005, Fiat Auto SpA almost had to file for bankruptcy. Only with help from the Italian government and some private sources were they able to avoid bankruptcy. Tax cuts have helped as well, however the corporation is riddled with debt and now is the NUMBER TWO selling brand in its native Italy behind Renault. Its most profitable operations are the high pressure direct injection system for Diesels developed by Alfa-Romeo and its joint venture with GM and Suzuki with the Indian automaker Maruti. Fiat Auto SpA owns Ferrari, Maserati, Alfa-Romeo, and Lancia among others including several truck firms.

Vauxhall is part of GM Europe - which is breaking up or being sold off. Saab is now going to another firm while GM will reduce its stake in Opel to a minority position with the most likely new majority owner being the Canadian auto parts firm Magna with backing from Russian automaker GAZ and investment bank Sberbank. However RHJ holdings in Belgium is a major competitor for the stake in Opel. Vauxhall may actually fade away entirely as a result (if GM includes it in the sale) and its two factories in Britain are at stake. No, not all Vauxhall production has been "...moved to Europe..." I have not heard if Opel of South Africa is included in the sale or not.

Ford is having HUGE troubles and lost some \$1.4 Billion in the first quarter of 2009 ALONE! "Huge success"???? The corporation is some \$30 Billion plus in debt and only Toyota lost more money in the first quarter of 2009. Some of Ford's problems are due to the huge losses at Volvo but its European operations, like its North American operations, are a major factor in its losses. It has had to sell off Aston-Martin, Jaguar and Land-Rover and reduce its stake in Mazda to only 13 percent in order to raise cash. It had to put everything up as collateral for a \$24 Billion loan from 3 banks (including Citigroup) in order to keep going. "Huge success"??

Jaguar and Rover (Land-Rover) are also having trouble and Tata is trying to get the British Government to help in its \$2.250 Billion purchase and takeover of the group. The Indian automaker had put down \$250 Million in cash but floated a bond of \$2 Billion which came due in June of 2009 and it is having trouble meeting and extending the terms. Jaguar has been having huge losses tied to its smaller and "fuel efficient" cars which sell very slowly.

MG-Rover, of course, went bankrupt in 2005 due to PENSION FUNDS and too many unprofitable economy models - just like GM and Chrysler, or increasingly VW, Fiat and Peugeot.

BMW is the one bright spot for the European auto industry. The

corporation known for NOT building economy cars is muddling through reasonably well but has had to close its Mini brand facility in Britain for more than a month due to cars stacking up as demand slackened for new Minis. Its Rolls-Royce and BMW brands are profitable. At this moment, the 4-door Mini and new Mini SUV have been on hold until the market thaws more.

As for fuel mileage, Geoff (and all concerned) should keep in mind two things. One, the British gallon is actually 20 percent larger than the US gallon, so the figures are NOT identical. A 41.5 mpg figure using Imperial gallons would end up being closer to 32-33 mpg US. Also, European fuel is of higher octane than US (often in the 96-98 Octane rating) which results in better fuel mileage and better performance. It is largely illegal in the US due to tighter emissions standards. These two points need to be kept in mind when computing performance figures. AND, it should always be kept in mind that Chrysler's innovative research into "lean burn" technology in the late 1970's is used by a number of automakers today including Honda.

Finally, as to Diesels (ALWAYS spell with a capital D), the EPA has ruled some three years ago that Diesel fuel is a bigger health threat than leaded gasoline was. It is believed to be the single biggest reason for the alarming rise in Asthma in Europe in the past few decades.

In short, it would be nice if Geoff and his European friends were actually aware of the financial situation facing the auto industry, including the European segment of the industry which is under intense financial problems. I am surprised with all the press coverage of the possible layoffs and closings of the various European factories of the various brands, and the appeals for financial help to save jobs there, that people in Europe would be this unaware of the problems facing their industry. Maybe I have helped a little here.

Jeff S. Savage
AutoPhyle

30th ANNUAL
SAN DIEGO BRITISH CAR DAY AND PICNIC
Sunday, October 4, 2009 - Admiral Baker Field,
3604 Admiral Baker Rd. San Diego, CA 92108
www.sandiegobritishcarday.org

WELCOME!!!! This, the 30th Annual San Diego British Car Day, is the original and only British Car Day event sponsored and produced by the San Diego British Car Club Council. Thirty years ago, a hearty band of British car enthusiasts got together over picnics at a park to view each other's cars, and enjoy each other's friendship. This year, we return to that heritage.

Over the past 30 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, forming a corporation, and insurance. Thus, we have made some changes in keeping with the original spirit of the event.

For instance, there will be no vendors, program or raffle at this year's show. We continue to provide a wonderful experience, the very popular Cameron Highlander Bagpipers and over 400 diverse English cars for your viewing pleasure. This is an "owners' car show." You will see everyday drivers, concours quality cars, and "beaters!" Please plan to drive your British car! Our event seeks to foster camaraderie among Southern California British car enthusiasts.

Preregistration \$20.00 per vehicle (postmarked by Sept. 11th)
Day of Show \$25.00 per vehicle
Registration: Starting at 7:30 a.m.
Show 10:00 a.m. - 3:00 p.m.
Featured Marque ~ Morgan ~ Celebrating 100 Years!

REGISTRATION FORMS WILL NOT BE "SNAIL MAILED" OUT—YOU MUST
DOWNLOAD
FROM THE WEB SITE,

www.sandiegobritishcarday.org

BY PROVIDING YOUR E-MAIL, YOU WILL BE ABLE TO JOIN OUR YAHOO
GROUP FOR
FUTURE ANNOUNCEMENTS

FOOD: You MUST bring your own picnic. There will be absolutely no
food vendors or outside food sources at this location. This event
started as a picnic 30 years ago . . . and we're going back to our
tradition! You may bring your own beer or wine, but no hard alcohol.


NO GLASS BOTTLES OR GLASSES ARE PERMITTED—BEER MUST BE IN
CANS OR
PLASTIC BOTTLES; WINE MUST BE IN A BOX, AND USE PLASTIC WARE FOR
YOUR
PICNIC.


VENDORS: There will be no vendors or selling (INCLUDING "FOR SALE"
SIGNS ON CARS!) at this location


Trophies and Recognition: (To be considered, please have your car in
place by 10:00 a.m.)

Questions? Please call our information line: 760 – 746 – 1458

DIRECTIONS: From Interstate 15 – (near Qualcomm Stadium) Exit Friars
Road East. Follow Friars Road to Santo Road. At Santo Road turn left.
Take an immediate right onto Admiral Baker Road and follow it down the
hill. At the bottom on the hill turn right into the parking lot.
Registration form attached; please keep this sheet for your records
and the directions.

 BCN Cover - Orange MGB - Aug
1, 2009.jpg (349 KB)

 BCN - Oxnard Marina Montage
1.jpg (404 KB)

 BCN - Oxnard Marina Montage
2.jpg (428 KB)

Print