

"The Buddha... resides as comfortably in the gears of a...
transmission as he does in the petals of a flower"
- - Robert M. Pirsig,
Zen and the Art of Motorcycle Maintenance

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:

** Palo Alto British Car Meet Montage 1

Top: John Quilter and Lisa Danovich in John's TD on the tour.
Center: MGs, TR3, Morris and Hillman Husky at Pub at tour's end.
Low center: Racy Bugeye sported a Cosworth Twin-Cam/5-speed!
Bottom: Minors a-go-go at the Sunday show

** Palo Alto British Car Meet Montage 2

Top: Winning Miniature Land Rover - Sunday
Center: Best Triumph, Best Modified and Best Minor
Bottom: Triumph Mayflowers

** San Diego British Car Day Montage

Top: Morris Minors are oh, so British
Center: This 1913 Silver Ghost Won Best of Show
Low center: Brand new Morgan looks like older car
Bottom: RARE Triumph 2000 Estate Wagon

** Bentley Drivers Club September 2007 Events

Top: Mulholland Highway Drive
Bottom: Corona del Mar Car Shoe

"The only way to keep your health is to eat what you don't want,
drink what you don't like, and do what you'd rather not."
- - Mark Twain

UPCOMING EVENTS - Compiled by Jim Perell/Rick Feibusch

10/20-21/07 California Autumn Classic Santa Cruz Mountains
Bill Meade: [REDACTED] autumnclassic.100mregistry.co

10/28/07 Brisbane Marina Festival FREE SHOW Sunday 10AM - 4:00PM
Ted Warburton, ([REDACTED])

11-14-07 The Running of the Jaguars and XKs Unlimited Open House
by the Central Coast Jaguar Club & XKs Unlimited
[REDACTED] <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: [REDACTED] - Don Kosop: [REDACTED]

LETTERS

Dear Rick,
I'd like to thank you for a great weekend! Sadly, I get the feeling that British car shows will struggle without people like you who REALLY know and love these cars. Think about it, it's cool that there are these shows and drives but not like the popularity of only a few years ago... that is to say lets enjoy our Brit cars for as long as possible. Your show was what I thought of doing - not the Concours stuff. Will my generation value and promote Brit cars? I've noticed British Car publications are getting thinner and involve more "conversion" stories and less original jobs. Mini Mania has even dropped Morris supplies... 'Nuf said, keep up the great work!

Charlie Neuman

Dear Charlie, and all who participated in the Palo Alto British Car Meet,

I would like to thank everybody, from my staff of present, and former, Morris Minor Registry members, old friends, longtime vendors, and the many enthusiasts who make this pilgrimage each year to celebrate the glory days and the wonderful machines of England. Much like here in the US, young people do not really understand, nor want to understand, that cars are the ultimate expression of period pop culture, and capture a time and place that some of us older folks long to visit, if it is only for an afternoon. Everything was perfect - the sound of burbling exhausts, chatting enthusiasts and traditional jazz - the smell of boiling Castrol, uncontrolled emissions, and frying Irish bacon and bangers - and the sight of the best of British automotive engineering mixed with the arcane and whimsical ideas that actually somehow made production. It is why this event was conceived over a quarter century ago. Thank you all!!!!!!!

Best,

Rick Feibusch
Meet Coordinator

Hi Rick,
Hope everyone enjoyed the meet as much as I did. I got a big surprise...I was awarded the prize for "Best Classic Mini"! Pretty sweet for the first time entering a car in a show, eh?

Almost as sweet as having the guy I bought the car from show up and watch him shrink as I described all the issues he didn't tell me about ... that felt reeeaal goooooo...hehehe. I didn't realize there would actually be class winners (I guess I didn't read the email very carefully). I was walking around with a friend checking out all the beautiful cars for about 45 minutes, and when we returned, a woman across from me in the New Mini row told me to get to the front area. "What for?", I asked. "I think you

won something", she said. Anyway, I was wondering if I could get some sort of official statement of my car being judged best original Mini for this event as a record for the car.

Thanks and Cheers,
John Hamilton

Fifteenth Anniversary Celebration of The California Autumn Classic
Sunday Concours, Saturday Tour and Welcoming Dinner
October 20 -21, 2007

Over 150 British Sports Cars gathered in 2006 for an old time event of enthusiasts. This fun weekend is considered the highlight of year-end events. There will be 23 classes with a silver trophy for each class and 23 second place trophies for the 15th Anniversary. Plus the "Winner's Circle" for cars that have won first place during the past two years. They will compete for an 18" tall silver cup.

Go to our website today: <http://www.autumnclassic.100mregistry.com>

Be sure to join us for the back roads tour on Saturday (about 45 cars went last year) at \$5 per car (champagne and fruit is served) and the Saturday Welcoming Dinner at \$18 per person (includes tax, tip & beverage).

See you there!
Bill Meade,
Event Organizer

NEW MG MAGNETTE PUBLICATION!.....

Rick,
Please tell your listers or whatever that I am doing a totally free MG "Magnetite Monthly" newsletter that any Magnetite owner can get by emailing me at the home email:

Gunnellj@athernet.net.

John Gunnell

NEW WEBSITE: AllCarCentral.com

Dear Rick,
AllCarCentral.com is still in it's first year and there are already over 2,700 images posted, many with data included, and over a hundred plus links to car clubs, dealers, and other automotive sites, all for your browsing pleasure. Your readers can also post to this page with their stories, photos and links to their personal automotive web sites or blogs. We can also set up a bulletin board in the future. Right now this page is not much to look at by itself but if there is more information sent it will expand and become the British Car Network on-line contact site, and we build out from this starting point.

<http://www.allcarcentral.com> - has been designed to be a library of files containing images, historical and current information on the cars of the world as well as provide an automotive events calendar. There is also a forum on the home page set up to offer a method of contact to additional automotive people.

There is also has a link to the 2007 Palo Alto Meet page at:
http://www.allcarcentral.com/British_Car_Meet_Palo_Alto_2007.html

The information is building to cover all cars of all ages, makes and

models. Old cars, new street cars, hybrid cars, electrical cars, and race cars, car races and car shows are presently covered within the existing files. There is a backlog of photos and information to be uploaded so things keep improving. Right now the home page is being redesigned for easier use. To send in photos and technical data or any other posting, there is a submission link at the site page at: <http://www.allcarcentral.com/thebritishcarnetwork.html> (all cars are accepted - not just British) Please provide accurate data as to make, model, year etc.

Thanks

Frank Cunningham
<webmaster@allcarcentral.com>,
WebManager, AllCarCentral.com
Walnut Creek, CA

California Historic "Black Plate" Bill Signed Into Law

Dear Enthusiasts,
Assembly Bill 462 (Black Plate bill) was approved and signed by the Governor on October 11, 2007 and filed with the Secretary of State on the same day. This is a good win for the car hobbyist and I want to thank all of our members and other car enthusiasts for their ongoing support and the many letters, e-mails, and phone calls. It does make a difference when we all work together to protect our hobby.

A special thanks goes out to Assemblyman Mike Villines and his staff for their continued effort and for working with the hobby in sponsoring and carrying this important bill.

Bob Stearns
Past President
Legislative Liaison (ACCC)

On our call for information the journalist/racer/teacher Bob Hagin:

Dear Rick and Pete,
Saw your letter in the British Car Network, I thought I'd offer what I can regarding Bob Hagin. For many years (until the late-90's) he wrote an automotive column in our local newspaper, The Contra Costa Times. He was also a regular at many Bay Area car events, and I chatted with him a couple of times at the MG Owners Club's Jack London Square meet and at the historic races at Buchanan Air Field in Concord. I believe his son, or sons, run an auto repair business in Martinez called Hagin's Automotive, (925)228-5115.

Hope this helps.
Jennifer Steneberg

Dear Jennifer,
Bob's son Andy called me this morning and told me Bob had passed away a few years ago. And another friend of his e-mailed me to say we can google Bob Hagin's name and read some of his columns on the net. Bob was a prolific writer with a dry sense of humor that spiced his articles. He and I spent many an afternoon at his shop on Mt. Diablo Blvd in Walnut Creek in the early '60s trying to turn my Riley 1.5 sedan into a race car. Needless to say my fame was short lived but his lived on for he was a very good mechanic as well as driver. Thanks again.

Sincerely,

Pete Lismer

Greetings Everyone! FREE CAR SHOW!

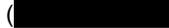
It's hard to believe that the Brisbane Marina Festival is fast approaching and in case you forgot, it is on:

Sunday - October 28, 2007 - 10:AM - 4:00PM

You are being invited to participate! The Golden Gate Street Machines Unlimited will direct the car show. We're also happy to report that we will be giving FREE (I love that word) dash plaques to the first 100 cars, first come first serve. We'll have room for about 220 cars. And remember, car show participants, the entry is FREE. Please arrive around 9:00AM to display your ride.

The in-the-water displays will be focused on early sailing and motorboats of San Francisco Bay and will be quite a history lesson not to mention the other unusual and unique water craft at the docks and open to the public. The food and drink booths have been established and one of the restaurants will be selling commemorative glasses for the first time. We will also be expanding the childrens activities a little more than in years past.

Ted Warburton
Festival Chair



EVENT REPORT: The Palo Alto British Car Meet at El Camino Park - 2007
by John Quilter
photos attached are by Rick Feibusch, John Quilter, & Bill Czerwinski

The 30th anniversary of the Palo Alto, California British Car Meet was held on September 9th, 2007. This show has been running for 30 years, organized and run by long standing Morris Minor guru, Rick Feibusch and his wife Carolyn and a crew of local Minor Club associates.

Rick always strives to lend a touch of elegance and class to his shows by including a live jazz quartet and the availability of genuine English food and awards for selected cars from multiple classes. The show is held on two large grass fields at El Camino Park adjacent to the major San Francisco Peninsula thoroughfare, the El Camino Real.

This year's show had attendance of over 440 British cars and members of the local Arcane Auto Society who are always guaranteed to turn out some non-British, but never the less very unique older motor cars. Seen a restored 1950s Renault Dauphins lately? How about a Hudson based Railton? The Morris turnout this year was 15 cars and all but the four door sedan were represented although the writer knows of at least two four doors in the area that were unable to attend. At this show the are organizer's awards to the most unique, significant or best presented car of various classes.

This year Charlie Neuman won the Morris award with his very fresh full ground up restoration on a 1967 Morris two door sedan. Charlie and his brother, Andrew, have been working on this car for over a year and it is as close to perfection as one can get. Great to see folks spending this kind of time and effort to bring a Morris back to pristine condition. Congratulations, Charlie and Andrew. Another Morris winner was Eric Alexanderson who won Best Commercial honors with his recently acquired blue 1961 Minor pickup. Other awards went to a 1933 MG J2 Midget, a magnificently restored Jaguar XK150S roadster and even a miniature Land

Rover styled electric powered pedal car. Now that's introducing the car hobby to the younger set in style!

This year's show will be the last at this venue as the location is being redeveloped to accommodate an emergency water supply reservoir and the use of cars on the site is not possible after the new use is in place. Rick continues to search for an appropriate new site but the ability to operate a car event on a lawn is becoming more and more problematic as are liability insurance regulations imposed by various municipalities.

In recent years, the Sunday show has been proceeded by a tour from the park location over the coastal hills to Cameron's English style pub in Half Moon Bay. This year over 60 cars participated and the comments from the attendees were that the route picked was one of the best yet. Special attention was made by Rick and this writer to avoid any unusually rough roads and to provide a mix of fairly high speed runs, but not too fast to overwhelm a low powered car, and slower roads in rural residential Portola Valley which has virtual maze of winding roads that back track on themselves thus giving the drivers the chance to view the other cars in the group.

Cars are dispatched in groups of 6-7 at a time with 10 minute spacing so there are not huge convoys of vehicles at any given time. After touring the residential areas the route headed up the very winding Old La Honda road gaining elevation from 600 to 1700 feet in less than three miles of roadway before reaching the state route 35, known as the Skyline Boulevard. The scenery is simply spectacular, second growth sun dappled Redwood trees of over five feet in diameter, to rolling grass land hills, and views of the fog shrouded Pacific in the distance over 6 miles away. The final run north on route 1 permitted the higher speed cars to blow out some carbon and reach the pub in time for a tire kicking session in the parking lot and a lunch in the pub.

Thanks to all who displayed their cars, or took part in the drive. You are what makes the show what it is.

John F. Quilter is San Francisco Bay Area Morris Registry
Representative and lives in Brisbane, CA

2007 Palo Alto British Meet Winners

Best Morris Minor Charlie Newman - 1967 green saloon
Best Aston Martin Chuck & Sue Cortsen - DB4 coupe
Best Rolls/Bentley Barbara & Austin Kilburn - '38 4.5 Litre saloon
Best Ford Pete Snyders - Anglia 105E saloon
Best Jensen Andy Hewitt - Interceptor coupe
Best Classic Mini John Hammlton - 1967 Cooper S Mk1
Best New Mini Peter Ziedrich - 2003 Cooper S
Best Jag Joe Prang - XK150S roadster
Best Austin Healey Bill Meade - 100-4 roadster
Best Spridget Brian B - Bugeye roadster
Best Triumph Rick Feldner - 1980 TR8 roadster
Best MG Barry Swackhamer - prewar J2 roadster
Best Rover/LandRover Luke Mirimad (and his dad) miniture electric
Best Lotus Mike Summers - Lotus 23 racer
Best Sunbeam/Rootes John Gloyn - 1962 Alpine
Best Morgan Carl Schwartz - 1959 roadster
Best Modified Bill Czerwinski - 1933 Ford Y Type saloon
Best Arcane Kevin Pullman - 1968 Citroen Ami 8 Wagon
Best Commercial Eric Alexenderson - 1959 Morris Minor Pickup

EVENT REPORT: The 28th, Annual San Diego British Car Day, 2007
by David Johnson

The 28th Annual British Car Day at the Fairbrook Horse Farms in Fallbrook, CA on Oct 7th, is one of the biggest British Car shows in California and put on by the San Diego British Car Club Council. It was a very pleasant SoCal day, not too hot but definitely not cold.

Over 400 cars arrived starting in the early morning. The field was marked for each marque parking area, MG's, Minis, and Austin Healeys were divided into sub-marques. Food was provided by Hogg's Beach BBQ for those without picnics. Cars ranged from a 1913 Rolls Royce Silver Ghost to the latest model Aston Martin. The largest marque contingent was the MGs. The featured marque was TVR. Apart from over 100 MG's there were, Jaguars, Austin Healeys, Minis, Triumphs, Rolls, of course our Bentleys, Lotus, Daimlers, Morgans, including a brand new 2007 one, and Morris Minors.

Trophies were awarded to all the marques and for the Best Classic Elegant Picnic. The Best of Show was awarded to a 1913 Rolls Royce Silver Ghost. The day was a perfect Southern California Fall day with the temperature being just right. The picnics were all enjoyed; the food and souvenir vendors did a great business.

Phil Frank dies - MG TC Enthusiast who penned Nigel Shiftright
Marin County cartoonist who captured spirit of the Bay Area
by Carl Nolte, Chronicle Staff Writer

..
(09-13) 12:07 PDT BOLINAS -- Phil Frank, whose cartoons graced the pages of The Chronicle and other newspapers for more than 30 years, died Wednesday night only a few days after he announced his retirement because of illness. Frank, a longtime resident of Sausalito, was 64 and had suffered from a brain tumor for months.

His alter ego was a newspaper reporter and sometime park ranger named Farley, the central character in his Farley comic strip, which he once described as "really a horizontal column, documenting the life and times of the characters in the Bay Area." It was the only local comic strip in the country.

Frank also combined with writer Joe Troise to produce Elderberries, a syndicated daily strip about life in a retirement home. When Frank announced his retirement Sunday, cards, letters and e-mails poured in, wishing him well, complimenting him on his work and offering prayers for his recovery. A typical comment came from Frances Elliot, an old friend and admirer of his work. "I do want Phil to know I am grateful for bringing joy to all of us. ... We need kind, sensitive people like him in our lives," she wrote in an e-mail.

Frank was gravely ill when his retirement was announced.

The end came about 9:30 p.m. Wednesday. "He was surrounded by his family," said his wife, Susan. Though it was clear that he could not last the night, his family kept trying to lift his spirits. "We were joking with him," said his wife. Though his death was not unexpected, his passing sent a wave of shock and sadness among his friends, colleagues and admirers. "Phil Frank was one of those rare artists whose work really defined and articulated the spirit of San Francisco," said Phil Bronstein, editor of The Chronicle. "Like his main character, Farley, Phil was a consummate and devoted journalist and proved that great reporting on this unique place can take

many forms. We'll sorely miss Phil, the characters he made us feel so connected to and the way in which he saw the world."

"Phil Frank was an amazing cartoonist who managed to endear himself even to the targets of his wit," said Mayor Gavin Newsom. "His humorous and thoughtful insights on San Francisco's civic life will be sorely missed."

Frank developed a total of six comic strips and published several books over his long career, but he is best known for Farley, which appeared daily in The Chronicle for 32 years. It began as a syndicated cartoon called Travels With Farley - a play on John Steinbeck's best-seller "Travels With Charley"- and introduced a lanky, bushy-haired character with a flowing mustache. Farley closely resembled his creator.

In 1985, Travels With Farley became simply Farley. Frank gave Farley a home in San Francisco, a job as a reporter on a newspaper called The Daily Requirement, a girlfriend named Irene and a cast of characters that included politicians, bears, a raven named Bruce, feral cats and assorted humans like Velma Melmac, a female camper who spent her time trying to make nature just like her suburban home. There were also the animals and visitors to Asphalt State Park, where Stern Grove, a martinet in a Smokey Bear hat, ruled with an iron fist.

His collection of bears ran a restaurant called the Fog City Dumpster in San Francisco and were rabid San Francisco Giant fans. Frank's favorite subjects, however, were politicians, particularly the mayors of San Francisco, from Dianne Feinstein to Newsom. Mayors were seen gauging public reaction to current events by consulting talking mirrors, hiring and firing city officials as if they were royal retainers, and otherwise being made to appear foolish.

Frank usually drew former Mayor Willie Brown as a tyrant in regal robes and a crown. Brown liked both Farley's creator and his work. "Farley will be missed," Brown said Thursday, "He will be really missed.

"He was to cartoons what Herb Caen was to words," Brown added. "I consider Phil Frank a great friend - and, believe it or not - a great promoter of Willie Brown."

"He had a charismatic personality that made everybody like him," said D.J. Puffert, president of the Sausalito Historical Society. "Most of all, he had an internal honesty. He really cared about people and what they were doing."

Frank dabbled in Sausalito's local politics, led campaigns to preserve the town's colorful past and every year rode in the Fourth of July parade, a low-key event that the touristy town never advertised to anyone but locals. Puffert thinks Phil Frank was the town's leading citizen. "Mr. Sausalito, definitely."

Frank was the president of the Sausalito Historical Society for many years, and in July a historical research center in the Sausalito City Hall was named for him. "He viewed history as part of the human experience," said Kenneth Roberts, a businessman who knew Frank for more than 40 years. "

Frank was also interested in the history of western Marin County, particularly Bolinas, where he was history curator for the Bolinas Museum.

Phil Frank was born in Pittsburgh in 1943, an only child in a family of steelworkers and artisans. At one time, he wanted to be a Jesuit priest and even spent some time in a seminary. He changed his mind and went to Michigan State University, hoping to become a commercial artist. He saw an

ad in the Michigan State News, the student paper, offering to pay \$5 a drawing to someone who would produce a daily political cartoon.

Frank signed up. It was the early 1960s, a tumultuous time. The war in Vietnam was raging, the civil rights movement was in full swing, and students from colleges were heavily involved. "Phil hasn't changed," said Roberts. "At Michigan State, he was just a younger version of the man we all knew."

He drew cartoons five days a week for four years, and his cartoons were such a hit they were syndicated to other college papers. After Michigan State, he got a job as a writer and cartoonist for Hallmark Cards in Kansas City. He left the Midwest and came to California in the 1970s.

By 1975 he was producing Travels With Farley, which introduced his Farley persona. Travels With Farley was converted after a 10-year run to the local Farley strip in 1985. Besides Farley and Elderberries, Frank drew at various times a strip called Miles to Go, about a dog named Bob, another called Fritz Crackers in the Marin Scope newspaper and cartoons in two magazines. He also published four book-size collections of his works.

Underneath it all, he was an old-fashioned romantic. He lived on a houseboat on the Sausalito waterfront for 13 years. When he wanted a suitable place to propose marriage, he picked the San Francisco-Sausalito ferry. His wife, Susan, remembered it was a rainy day, and Phil got down on bended knee on the wet deck and proposed.

He and Susan raised two children. It was an artistic family: Susan Frank wrote a series of four guidebooks to national parks; their son, Phil, is a designer who lives in Portland, Ore.; and their daughter, Stacy Frank, is a printmaker in Santa Cruz.

In his last months, he was unable to draw, so The Chronicle ran Farley Classics and old Elderberries strips. Once he was asked about his personal idea of luxury. "Being on the crest of the Bolinas Ridge," he said, "and falling asleep on the hillside."

Frank did not get his wish, but it was close. He died at an old friend's house in Bolinas his family had rented for his final days. It was within the sight of Bolinas Lagoon and his beloved Marin hills and just up the road from the cemetery where the pioneers of the town were buried. "He is at peace," said Susan Frank.

submitted by Dave Barry

Calif. drivers could face more extensive memory, reflex testing

The Associated Press - LOS ANGELES - Down the road, getting a California driver's license could get a lot tougher. The state is considering using more extensive tests to evaluate a driver's memory, reflexes and vision to identify people who shouldn't be behind the wheel.

The proposed program comes at a time when more aging baby boomers are on California's congested roads, although the Department of Motor Vehicles insists that older drivers are not the targets. "What we can do is try to identify drivers who probably can't drive safely," said David Hennessy, a research program specialist who recently retired from the DMV. A pilot program is under way, but it could be years before the proposed program takes effect.

The agency expects to reach preliminary conclusions by 2010 and report to

state lawmakers the following year, said DMV spokesman Michael Marando. The earliest that all California drivers could face any of the new tests would be 2012, and then only with the Legislature's approval.

Problems with reflexes, memory and vision occur most often with older drivers, but can also be found among young and middle-aged people. There have been high-profile cases of elderly drivers losing control of their cars and causing major accidents, including an 86-year-old driver who crashed through the Santa Monica Farmers' Market in 2003, killing 10 people.

Over the last few months, DMV officials in six Northern California offices ran a trial run of the new tests, which were given to English-speaking drivers who were unable to renew their licenses by mail. Those drivers were 70 or older, or didn't have clean driving records. The DMV did not release the results, or reveal whether any licenses were revoked.

The first test checks for obvious physical limitations, such as being unable to walk to the counter unaided. Another exam is a new eye test in which the chart's letters fade from black to a very light gray on a white background, which could show that a driver might not easily see a white truck in fog or a dark car parked in the shade.

A third test requires motorists to write down their Social Security numbers by memory, or their ZIP code, if they don't have the former.

A failure of any of these tests could result in another exam to check reflexes.

Motorists are asked to sit in front of a touch-screen computer, and a silhouette of a car or truck flashes on the screen for less than half a second. The driver is then asked to press a button on the computer screen asking if a car or a truck was seen. The test repeats, with the silhouette flashing for shorter durations. "It's a measure of how fast a person can process visual information," Hennessy said.

Drivers could be required to take a road test. Licenses can only be revoked if a driver fails the road test.

As a last resort before revoking a license, DMV may offer motorists the chance to test their driving skills in their neighborhoods and, if they pass, receive a license restricting them to that area. They could be subject to other restrictions, such as being barred from driving at night, dawn or dusk.

submitted by Dave Barry

EVENT REPORT: Bentley Drivers Club's September 2007 Events

Mulholland Highway Drive
by David Johnston

On Saturday September 15th, the BDC USA West Region had a great time driving the Mulholland Highway, we started at the corner of Sunset Blvd. and Pacific Coast Highway at 10 am, then driving about five miles up Topanga Canyon to join the Mulholland Hwy and following it west for 25 miles to the sea and finally finishing at Neptune's Net restaurant at "County Line."

The drive along the highway is one of the most scenic drives in the Los Angeles area; the roads are very twisty, steep, and narrow. The drive was essentially along the spine of the Santa Monica mountain range just north of Malibu. The day was hot so our cars had a good work out. The views are

spectacular and the area is home to many famous people. The only incident we saw was a cyclist who had fallen and was being attended to by Paramedics.

We had seven cars on this tour, Alan and Roberta Roberts and daughter Josephine in their 1934 Graber Derby convertible, Alan Fisher's 1938 Derby coupe, Johnston's 1950 MK VI, Chris Robin's 1979 T2, Roger and Gerri Gibb's 1990 Turbo R, Ed Derringer and Marge Sosa in their 1993 Brooklands and Perry and Peggy Hirsch came in a Swedish substitute as their GTC was in the shop.

Neptune's Net is unique restaurant, the food is good and very inexpensive; however do not expect table service. Being on the coast the menu has lots of sea food items and of course all the other American favorites and, oh yes, pitchers of beer. If you like lobster or crab you can pick which one you fancy from the large sea water tanks. The "Net" is well worth visiting. Due to the large number of diners we had to eat in the overflow area, at picnic benches outside. This is a favorite stopping and eating/drinking place for local bikers (mostly Harleys); who seem to treat their machines with great respect.

Report: The Corona Del Mar Coastline Classic Car Show,
Sunday September 10th, 2007

The Corona Del Mar Chamber of Commerce car show took place on the beach adjacent to the Newport Beach Harbor entrance in a typical blue sky Southern Californian day. There were about 150 cars present, all pre-1974 vintage. In the Bentley/Rolls section there were 7 cars, a WO 4 liter, MK VI, R Type, S1 DHC, S3, Silver Cloud 1, and a Silver Cloud 3, in addition one of our members brought a pre-war hot rod. Member Michael Hammer was awarded First Place in class and Best Paint job in his S1 Drop Head Coupe and Ed Gehringer took second place in his 1928 tourer.