



THE
CLEAR
HOOTER!
NEWSLETTER OF THE
CENTRAL COAST BRITISH CAR CLUB



VOLUME 26 NUMBER 1

JANUARY 2009



We're on the Internet....

Hey! Surprise! Here we are on the Internet so the **"THE CLEAR HOOTER!"** is now coming to you in full color... Plus to initiate this momentous occasion we are going to feature another possible big part of the future and the past... A car that's electric powered! Inside you'll read Bill Rogers road test of the MINI "e" a car that's powered by electricity...I know, I know I've already heard all the Lucas Jokes so don't bother to rain on the parade of the attempts of all those who are trying to do something positive but I don't know if I'd want my MINI "e" with those images of electric plug on the roof, bonnet and where the plug goes in to recharge the car. Plus it'll charge up in 2 hrs. with a special charging set up that you can get with the new electric MINI ...Lots more on pages 8-9

WE WELCOME ALL



BRITISH MARQUES

A special goodbye to a "Club Mascot" that was loved by all...We'll miss you Muffin Keener! She used to love to go to the Annual Car Show and on the Wine Tours. Plus more on things and events that we have planned for the coming year...HAPPY NEW YEAR!

A Charter Member
of VTR



SINCE 1984

THE CLEAR HOOTER! is the newsletter of the Central Coast British Car Club, formerly **The Central Coast Triumphs**, founded in 1984 by Mrs. Lee Bloomquist and is a chapter of the **VTR Vintage Triumph Register**. Dues are now \$40.00 per year to join, \$30 to renew. Dues must be in by **February 28th**

CENTRAL COAST BRITISH CAR CLUB

P.O. Box 503

Ventura, CA 93002

Your CCBCC Board Members For 2008

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WEBMASTER

Patrick Redd (805) 526-0268

GENERAL MEETINGS

Are held at 7:00 pm on the 1st Tuesday of each month unless it falls on a holiday at:

CARROW'S RESTAURANT

2401 Harbor Blvd. Ventura, CA 93001
(805) 642-379

(Corner of Seaward and Harbor)

2009 GENERAL MEETING DATES

JAN. 6., FEB. 3. MAR 3 APRIL 7 MAY 5 JUNE 2
JULY 7 AUG. 4. SEPT. 1 OCT. 6 NOV. 3

The date of the Holiday Brunch in Dec will be decided later

CCBCC BOARD MEETINGS

Take place according to the needs of the club, usually before or after the club's General Membership Meetings. But as often as is deemed necessary at the discretion of the Club President.

NEWSLETTER

THE CLEAR HOOTER is your Club Newsletter and it is published monthly, 12 times a year. The deadline for submission of any (CAMERA READY) ads, stories, reports and information that you'd like to see in the next **CLEAR HOOTER** is the first Friday of each mo. Items may be sent to: **The CLEAR HOOTER// P.O. Box 128// Port Hueneme, CA. 93044-0128** Email him at : aseeyou@aol.com

FOR SALE

Use **THE CLEAR HOOTER** Classifieds. No charge to members. Non-members pay \$25, Ads run will run for 3 months, unless otherwise indicated by the person placing the ad. Anyone who wants to place a commercial ad or open a commercial account may do so by calling: **Allen Merriam (805) 643-6657** email: alyn123@sbcglobal.net
Rates depend on size and other mitigating factors

MEMBERSHIP

Note: The dues are now \$40 to join and \$30 to renew each year Notify us of any changes you have made within the past year so we know where to send your newsletter each month. **c/o CCBCC Membership//P.O. Box 503//Ventura, CA. //93002**

CLUB WEBSITE

To place an item on our website you contact Patrick Redd our: Webmaster at: juniorredds@extreme.com or (805) 526-0268 website at: www.centralcoastbritishcarclub.com

Would you like to purchase a CCBCC NAME TAG? Send your name, the car's you want listed and \$10 to:



CCBCC Name Tags
c/o Paul Keener
PO Box 503
Ventura, CA 93002

CHECK TO SEE IF YOUR NAMETAGS IS IN YET THERE ARE ABOUT 15 JUST WAITING TO BE PICKED UP
PAUL KEENER (805) 642-1690 email pcktools@jetlink.net



President Bill Guzman called the meeting to order at 7:00 P.M. There was no signup sheet passed around and the roll was taken. However, information on vehicles driven to the meeting was not available. Present: Bill Guzman, President, C. Darryl Struth, VP, Allen Merriam, Patrick Redd, Byron McCracken, Gary Rice, Bob Prieve, Richard and Diane Armstrong, Dave Francis, Bill and Carol Rogers, Ellen Quinonez, James Karlsen, Steve Remington, Albert Escalante, Frank Crowe, Barry Roberts, Ron Root, Gary and Junie Cooper.

President Guzman announced that Paul Keener is the new Membership Chairman. Other Board members for 2009 include C. Darryl Struth, VP, Sue Wellwood, Treasurer, Allen Merriam, Advertising, Patrick Redd, Webmaster. There is a current opening on the Board for the Recorder's position. Albert Escalante announced that due to a worsening of a problem recently discovered related to his left eye, he must resign immediately as Editor of The Clear Hooter so that position is also open. Albert will help Patrick put together the first Internet issue of The Clear Hooter. And he would like to extend a warm and heartfelt "Thank You!" to all of the people that made his 12 years as Editor a joyful experience....

It was reported that the Board has met and with the approval of the general membership, will be purchasing a laptop computer with all the necessary accessories. It will be for the use of the CCBCC. At the January CCBCC meeting, it was decided that The Clear Hooter will no longer be printed and mailed to the membership like before. Instead it will be on-line on the CCBCC website. A few printed hard copies will be available for those who do not have computers and these will be available at the February 3rd meeting. If you can't wait, you can ask one of your friends to print you a copy on their computer. A brief discussion was held on how this will affect exposure for the advertisers. Everyone was reminded to make sure that the CCBCC has their current correct e-mail address as well as other current and correct information.

NOTE: Club dues for 2009 are now due and payable. Phone Paul Keener at (805) 642-1690 or else you can email him at: pcktools@jetlink.net for more information.

President Guzman asked for volunteers to help put together the annual CCBCC Wine Tour which has traditionally been held the first weekend in February. It is anticipated that there will be monthly activities throughout the year for the CCBCC members to participate in such as breakfast meetings involving a drive at least twice a month, etc. and it is hoped that the CCBCC will join with other car clubs for joint events. Information on these events will be posted on the CCBCC website.

Bob Prieve reported on the Triumph Club's recent New Year's Day drive to Malibu and Bill Rogers reported that he recently attended the L.A. Auto Show and test-drove an electric MINI which will be the first lead story in the January "CLEAR HOOTER!"

Byron McCracken and Gary Cooper conducted the raffle and there were some very nice raffle prizes won, including CCBCC sweatshirts from the car show last July.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Junie Cooper, Recorder Pro Tem



I believe a summary of 2008's activities, events, and accomplishments of the Central Coast British Car Club needs to be brought out at this time. Last February, Don Greene and Susan Raty organized a very successful and enjoyable Wine Tour. I don't recall the number of participants, but everyone I talked to enjoyed it. Plus it generated a pretty sizeable profit for future events

In 2008 we participated in and put on many outstanding club events for our members. Many of us took part in such as the Queen's English show in Woodley Park, and the Vintage Sports Gathering in Ventura. In May we took part in a run guided by Allen Merriam. We drove from Ventura to Camarillo where he had a "Family Picnic" organized by Bill Guzman (Our In-coming Club President for 2009 President for 2009. Along with the games and food, we all had a great time. We really ought to take more of need to take more of these day runs as they really are a whole lot of fun and are great to build up our Club Spirit! In 2009 we'll have lot's more of these "Fun Runs!"

Of course the big event for us was the Car show in July. It was co-chaired by Bill Guzman, Dave Wellwood, and myself, with help from like Don Cole and Jim Belardi handling pre-registrations. We tried a number of new things for this show. We went out and got sponsors to help offset the costs of awards. Plaques instead of trophies were awarded. Members were asked to donate items for raffle prizes. And we had a record number of pre-registrations. The DJ was relocated to a new spot so his sound was heard throughout the car show. We had some great Vendors along with good swap meet vendors. Who will ever forget the Space Shuttle Café? We ended up having the largest turnout for our car show in any ones memory. The Treasury of the Club is in good shape. Many thanks to all of the volunteers who stepped up and unexpectedly obtained Raffle prizes and sponsors. The show wouldn't have been so successful without their help.

I also want to thank two outstanding board members for their support and help over the past few years. Junie Cooper and Radu Metea were always willing to go that very helpful and a delight to work with. Also, due to a serious injury to his Right eye, Albert Escalante informed us that he can no longer serve as Newsletter Editor as he has for the past 12 years. The Board members staying on include Bill Guzman, Sue Wellwood, Allen Merriam, and Patrick Redd were a big part of keeping this club going. The Board with membership approval has decided to put the "Clear Hooter" newsletter on our website, beginning in 2009. Members qwwithout computer access will receive a printed copy upon request. This was a major change, which will save our club a considerable amount of printing and postage expenses.

Our Holiday Brunch organized by Jim & Joyce Belardi was held Dec. 7th at the Wedgewood Banquet Center. Ellen Quinonez made the beautiful table centerpieces this year. Rosie Craig the Assistant Director of the Rain Project explained to those in attendance the way Rain operates. She was presented the \$300 donation by our club. Of course there were individual donations and gifts to Rain. The slate of officers for 2009 was presented and unanimously approved by the membership. They are as follows. President – Bill Guzman, V.P. – C. Darryl Struth, Recorder – Dale Peace, Treasurer – Sue Wellwood, Membership – Paul Keener, Club Historian – Bob Prieve, Club Photographer – Bill Rogers, Newsletter editor Donna Ingram, Advertising & Classifieds – Allen & Lynn Merriam, Regalia & Raffle – Byron McCracken, Webmaster – Patrick Redd. Michael Musser read an acceptance from President elect Bill Guzman explaining his absence and some plans for the upcoming year. Bill has been participating in an annual event for the last 5 years called MOTORS4TOYS held on the first Sunday of December. He would like to make this a club event in the future. A poll was taken of those present to change the date of our annual brunch to the second Sunday of December. The majority was in favor of changing the date. Arrangements with Wedgewood were made for Dec. 13th 2009, with a deposit paid. Bill expressed the desire to have an event every month, besides the regular meeting. Following the election was an upbeat White Elephant gift exchange conducted by a humorous Jim Belardi. Don't be too surprised if some of those gifts pop up in the future. All in all, everyone had great time and it was really an excellent way to end a really fun year!

Hi Folks,

It's been a great honor and pleasure to have served as your club President for 2007/2008! I've become great friends with many club members. As a former Mid Westerner from Illinois, the last seven years have really been a great education for me in California. This is a great club, with wonderful members. I appreciate the support and patience that the club members have given me. It's been a memorable experience. May you all have the best of all possible Holiday Seasons -- Merry Christmas, Happy Hanukkah's, and Happy Holidays to all.

Cheers,

Gary Rice and Pat Rice (Club President and First Lady 2007/2008)

**DON'T FORGET! THE NEXT CCBCC MEETING WILL BE AT 7:00 P.M.
FEBRUARY 3rd, 2009 AT CARROW'S RESTAURANT ~ VENTURA, CA**



If you are reading this letter, it means that I have been selected me to be the next president of CCBCC.

I appreciate the confidence that you have shown in this tough election; my opponents were tough and the voting very close.

Thank you, Jim and Joyce, for all of your hard work this year and all of the past years organizing this wonderful Holiday Brunch.

I thank the outgoing board for all of their hard work. Thank you for keeping the club going in tough times. Thank you to the outgoing President for his hard work; I am surprised that he still has hair. I also would like to thank all of those members who have put in so many hours working the club events. Thanks to the outgoing Vice President, great guy. I welcome all of the new board members and thank those who decided to stay for another term; I guess the pay most be good.

As your elected President, I have several plans for the future of the club.

I plan to initiate short events such as Saturday Breakfast once a month at different restaurants in the county, morning coffee one day per week and many other short events.

I would also like to get involved with other clubs and their events. These are plans that need to be worked out with the board and the membership.

I invite those of you who no longer attend the monthly meetings to attend. You are a big part of our club; I want to see you and socialize with all of you. Some of you do a lot of work behind the scenes and we appreciate you.

You may be wondering why this letter is being read to you and why I am not here with you.

Here is the reason why.

Once a year there is a big car event that is organized by car people, Motor4Toys. This year we will be donating to the Hwy Patrol and the LAPD for their collection of toys for needy kids. Last year the attendance was over 3500; previous years it was even larger.

At this event you will see everything from an Exotic V6 Supercharged MG to a Lamborghini Murcielago and many more.

This year we expect to have about 5000 cars; that is correct 5000.

You may want to check out the web page www.Motor4Toys.com

This event is always held on the first weekend in December. This year it will be held at the Anthem Blue Cross parking lot.

I hope to have our club present next year for this great event. I have not missed one yet; this is the fifth year.

Thank you for your trust. Thanks to all of you who help on putting this wonderful Brunch. Please feel free to make suggestions. With your support, I am looking forward to an outstanding year in 2009 for the Central Coast British Car Club.

Thank you,

Bill G.

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MUFFIN KEENER

Feb. 13, 1992~Nov.22, 2008



“THE PASSING OF A PRINCESS”

Muffin was born on February 13, 1992 and weighed approximately 1-1/2 pounds at the age of 6 weeks. She arrived in California at a pet shop. The moment I first laid eyes on her, it was love at first sight! She was only about 5 wks old but was so loveable. But Muffin had been diagnosed with a heart problem and was considered a reject. This only made me love her more.

I was able to pick her up when she was 7 weeks old. She fit in my purse and used to love to go to the supermarket and surprise people who thought she was a toy. She was a very special little lady even back then. We lived in an apartment in Newbury Park until she was 2 years old. Then she met Paul....

When we moved to Ventura she didn't like Paul, and she would bark at him from behind the couch. Eventually, after about 6 months, she finally accepted him; soon thereafter she became "Daddy's Girl".

Her first bark was at 8 weeks old when she saw herself in a mirror.

Karen Keener

Almost every Wine Tour, Teddy Bear Run and CCBCC Car Show that Karen and I attended, Muffin went along with us. She always wore her club shirt or something appropriate for the occasion. People considered her the "Club Mascot" She Loved the attention and reciprocated by sharing her special love with everyone she met. Muffin was well known to many club members and was, I believe, the first pet to regularly attend club functions. And she loved to go and socialize with her many "Human" buddies she'd met. Many others members have brought their pets to our functions since then, but Muffin was the first.

When I would go alone on weekends to work on our property in Kern County Muffin would go with me and watch me work from the porch and then run up to me for attention when I took a break. She was a "One of a Kind" companion who loved to travel. When she would ride in a car she would rest until the vehicle change direction or change speed and then would jump up and look all around, I think to make sure we were going the right way.

Several years ago I suffered a back injury and had to lay in bed for almost a week. During that time, Muffin "took good care of me" And although she wasn't young any longer she still watched over me and would even try to jump up with me. Still, Muffin almost never left my side. I would fall asleep with her next to me and when I would wake up she was still there watching me. She was the sweetest little dog and was so full of love.

One talent she had was that no matter where we were Muffin could always find a comfortable place to sleep, literally anywhere, even on a pile of old newspapers, though some of her sleeping positions didn't look very comfortable.

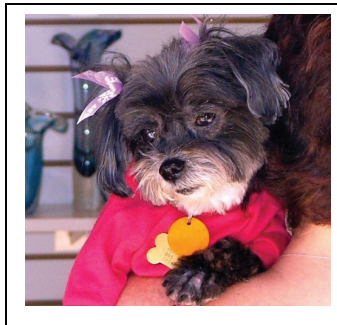
Sadly we lost her on November 22, 2008 just three months shy of her 17th birthday. She was a real trooper right up until the end responding to and giving affection until her very last day. The world would be a better place if people followed the unconditional love that our pets show us everyday in so many different ways.

Both Karen and I miss her very much and know there will never be another like her.

We wish to thank all the club members who have contacted us to express their condolences. Because in their hearts she was the Club Mascot of The Central Coast British Car Club.....

Thank you,

Paul and Karen



Reformatting of our advertisers ads to come to these pages soon!

Bill Rogers test drives the new MINI E...Is this the future of British cars

By Bill Rogers of MotorSport Memories

One of the benefits of having photos published in magazines and newspapers is that you're eligible for Press credentials, so I signed up for the LA Auto Show held during Thanksgiving week 2008. I'd read that 18 "Green Cars" would be available to drive on the second Press day, which made the just announced MINI E a great subject for this road test.

My Mini experience is limited to owning an original and a short ride a few years ago in BMW's new MINI. I wanted to do this right so I contacted Steve Remington who is an active CCBC member and has a 2006 MINI S Convertible with a John Cooper Works package. This car represents the peak of development until the minor face-lift released in '07. Steve was kind enough to invite me to his house and let me drive his baby around the streets of Santa Barbara to get a feel for it's performance and also to shoot some photographs so that I could compare it with the MINI E. The Works package provides a supercharged power plant good for 205 HP, improved suspension and wider tires. The car handles like a go-cart and has plenty of power without being balky or intractable around town.

Press Days at the Auto Show consist of hiking from stand to stand every 30 minutes as one manufacturer after another reveals their latest pride and joy at a news conference. I don't know how they decided the order but it seemed that we were constantly running back and forth between the South and West Halls. These reveals vary from boring to bizarre and usually feature flashing lights, loud music, copious quantities of CO2 smoke, often enlivened by delightful models who gracefully pull off the white sheet covering the car. The keynote speech was given by Carlos Ghosin, the CEO of Nissan and Renault, who discussed their approach to a "Zero- Emission" future and the BMW conference was second after Nissan revealed the new 370Z and the Cube.

After showing a new 7 Series and their green car, the drapes were dropped to reveal the new MINI E. Externally the electric car is similar to the current models but with distinctive paint and a large logo on the roof. The motor is located conventionally in front, but inside, the back seat is taken up by 5,088 individual Lithium-Ion batteries in a pack. The trunk space is similar to the existing car but with no pass through of course.

Although Gary Rice had told us that MINI Es were coming off the boat at Port Hueneme, it was a surprise to hear that there will be 500 in the US before the end of 2008, 300 in LA and 200 in New York. These limited production vehicles will be leased to people selected from those who sign up on the www.miniusa.com website. In two days 10,000 people had signed up on the site, which closes December 10th! The goal is to find out how electric cars operate in the real world, how people like them, and what infrastructure is needed. The lease is \$850 per month for 12 months but that includes insurance and gas costs are minimal.

The MINI E has a range of 156 miles of normal driving and recharges in 2 ¼ hours at max rate. With a 150kW motor equivalent to 204 HP, top speed is limited to 95 m/h with a 0-60 time of 8.5 seconds. The weight of the MINI E is 3,230 lbs compared to about 2,700 of a stock Cooper, but weight distribution is 51/49 compared to 62/38 in a gas powered car. The adaptive suspension and dynamic stability control system was tweaked to take care of the extra weight.



The engine bay of a gas powered MINI (above) and the engine bay of the MINI E or Electric powered MINI. You can tell by the bright yellow icons of electric plugs that are strategically placed all around the little MINI E, otherwise you really couldn't tell the electric version from the gas powered MINI! But that's where the changes begin....

THE CLEAR HOOTER!

Saving the atmosphere, one car at a time. While not sacrificing any performance!

While GM only had one electric Volt show car rotating on it's stand; MINI had a dozen or more licensed vehicles available for Press drives in the garage downstairs. They gave me a little briefing, a short route around downtown LA and turned me loose on my own. Hint: Don't open the hood because a safety interlock disconnects the 400V electricity and it takes a while for it to reset; there is another disconnect switch in the trunk for emergencies. A key fob thing pokes into a hole in the center stack and you are ready, a stop pedal and a go pedal like a golf cart, handbrake off and away you go! The MINI E is absolutely quiet so watch out for pedestrians who may not hear you coming. The car has pretty impressive acceleration, maybe not quite as fast as Steve's Works car, but it's as good as a stock MINI Cooper. What is impressive is the regenerative braking system which recharges the battery as the car slows, the engine reverting to a generator. In city driving with traffic signals or in stop and go traffic you do not need brakes much since the car slows twice as fast as with normal engine braking. Living in Ventura County, I try not to cross the border so I am not too familiar with downtown and missed a turn and got off their route. The dash instruments are unique, one provides the remaining charge level like a gas gauge and remaining range as well as a conventional speedometer with odometer. I found my way back on route and all too soon I was back.

If you meet their requirements and are chosen to receive a car, BMW will install a charging station in your garage. The wall box with the charging cable plugs into where the gas cap would be and prevents large arcs when you unplug. You will also need a new auxiliary electrical panel for your house to provide 48 Amps at 240 Volts, fitted with a separate meter so that you can receive a preferred rate from Edison. If you connect the charger to a normal household outlet (12 A and 110 V), it takes almost 24 hours to recharge. You are pretty much tethered to your home by a virtual 60 mile cable because local charging stations at Home Depot or Government centers won't work. For me Santa Barbara and LAX would be about my limit. Unless.... Each car has it's own unique serial number proudly displayed on the side in 1.5 inch letters and it won't be long before Mini E owners will have an online register; find someone in Westchester and ask for an I32n-flight refueling - 2 hours later and you are on your way to Orange County! Number 007 was the LA show car and I drove # 036.

Nissan had a few electric cars to drive at the show and have a fleet of 10 0 operating in Tokyo. Smart have another 100 electric versions running around London. Size-wise MINI's are about 12 ft long, which is comparably large compared to The Electric Smart Car, which I was also able to test drive. The Electric Smart Four-Two is only 8 ½ ft long; but since it's a French car, I won't write anything more about it!

Story and photos by Bill



Rogers of Motorsport Memories



Some of the specialized equipment used by the MINI E, a gauge shows how much electricity you still have. The special Charging unit. Steering wheel & dash looks like the gas model. Smallish boot due to the batteries. Plug power into here.

THE CLEAR HOOTER!

"FROM THE COCKPIT"

-----Press Release-----

KEN SMITHS RELEASES THE PERFECT BOOK FOR LOVERS OF THE MGB LIMITED EDITION!

The MGB Limited Edition, The Last of the Abingdon Classics

Do you own an MGB Limited Edition? If so, this is a book that you must have! Compiled by Ken Smith, Editor of Classic MG Magazine, and containing much previously unknown information on this unique MGB, the book, like the car it's written about, is being published and released in a very select limited edition of only 251 copies, each one numbered and signed by the author.

Y6

The book is printed in a large size of 8 ½ " X 11" with over 80 pages and nearly 100 color and black and white photos, plus lots of historic documentation in it's 18 chapters, the book explains in detail the concept behind the MGB Limited Edition and subsequent developments.

Read what the owners think of the last MGB's to leave the factory, and where the first and last Limited Editions cars are today. Look at the correspondence between Henry Ford III and the MG factory at Abingdon and learn first hand from Bob Burden who was heavily involved in the MGB Limited Edition program while at JRT.

Priced at only \$25 per copy (including P & P) Send cash or checks payable to:

CLASSIC M G

P. O. Box 8645

Goleta, CA. 93117



Hi Folks! This Website Edition of the Clear Hooter will be my last.... It's been great visiting with you these past 12 years. All the best..... Albert Escalante

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Send your email to Bill Brady at: bonnettoboot@earthlink.net**

Pismo Tasting Tour - Feb 2009 –

postponed due to scheduling conflicts. Stay turned for a later date to be announced.

Queen's English British Car Meet - March 8, 2009 - 9AM - 4PM, Woodley Park, CA

It will be a non-judged "meet" designed for the enthusiast and serious collector alike. All British marques (cars and motorcycles) are welcome. For more information, visit <http://www.queens-english.org/>

20th Annual Chico British Car Show - April 26, 2009, Chico CA

Planned improvements include better judging and improved competitive categories, more vendors, more activities, more variety in food and drink, smoother registration, improved entertainment, better parking arrangements, and more and better signage. For more info, please visit: http://www.chicobritishcarshow.com/cbcs/cbcs_index.html

Triumphfest 2009 - Sept. 30th through Oct. 4th, 2009 - San Luis Obispo, CA

This year, the Southern California Triumph Owners Association (SCTOA) has decided to pull out the stops, and invite the VTR National group to join in on our west coast fun. The event will be held at the Embassy Suites. Rooms are filling up fast! For more info, please visit <http://web.mac.com/sctoa/triumphfest/Welcome.html>

Art Center Car Classic - July 2009, Pasadena CA

CCBCC car show, July 2009, Channel Islands Harbor