

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 35 Number 8, Sept, 2019

WWW.CENTRALCOASTBRITISHCARCLUB.COM



Drone footage of Movie night at the Justin's more pictures pg. 3.

**MINUTES OF THE CENTRAL COAST BRITISH CAR CLUB
GENERAL MEETING DATE Aug. 13 2019
At Barrelhouse 101 in Ventura**



Meeting brought to order by: Michael Gustafson, CCBCC President at 7:00 pm.
Number of members present: 36 of 128 members

Board Members in Attendance:

President:	Michael Gustafson	<u>Yes</u>
Vice President:	Dave Reid	<u>No</u>
Treasure:	Chris Vujea	<u>Yes</u>
Recorder:	Martin Keller	<u>Yes</u>
Membership:	Pam & Joel Justin	<u>Yes</u>
Newsletter Editor:	Terry Schuller	<u>No</u>
Advertising:	Allen & Lynn Merriam	<u>Yes</u>
Webmaster:	Patrick Redd	<u>No</u>
Presidents Advisor:	Jim Hill	<u>No</u>

Notes:

We now have 129 members in the club as of 09/13/2019 with 19 new members since the car show. The 2019 car show had 146 registered cars for the show and we had 11 no show for a total of 136 cars on the green and made \$2250.00 profit compared to last year's show only making around \$500.00 profit. Again the raffle sales did \$1020.00 which is included in the total profit. These funds are used by the club to offset the holiday meeting at the end of the year. It also is used towards the charitable contribution that the club makes at that meeting. Well done to all that volunteered and helped with the July 2019 car show.

Topic 1: The 2020 Car Show.

Planning has already started for the 2020 car show which will be the clubs 30 year of putting on the car show. The board has decided that there will be no mark for this show and will be "ALL BRITISH CARS" for the 30th show. We are hoping to have some vendors at the show this coming year as the City of Oxnard has turned over the Harbor Park to the Harbor and County and we already have the park reserved for July 19, 2020.

Topic 2: Triumphest 2019 Santa Maria, Ca.

Triumphest 2019 September 12 – 14 is the gathering of all Triumph Autos and this year it is in Santa Maria, Ca. and a number of the clubs members are going to attend as it is only a two hour drive from Ventura. This year's featured Triumph is the TR6 as it is the 50th anniversary and the organizers are trying to have as many TR6's show up and to try to set a record for the largest gathering of TR6's in one place. If you have never attended one of these gatherings it is a lot of fun and a great way to enjoy our autos and the people associated with this hobby. Here is a link to the web site and registration if you wish to go. <https://triumphest2019.com/>

Topic 3: CCBCC Club web site.

The club web site now has a huge vendors list in the Members Only section (you will need to enter the password you were given when you registered) that has been compiled by the membership to try and help anyone who is looking for parts or services for their British Car. This list is just a suggestion list and in no way is approved by the CCBCC but supplied for convince. Some of the vendors on the list are supporters of the club as sponsors for our car show and most have been used by members in the club if not all of them from time to time so if you're looking for a service or part you might wish to contact one or more of the vendors on this list.

Topic 4: Club Regalia

The club has put the regalia on the web site under the Members Only section so that members can now

Minutes cont.



purchase directly from the vendor that the club has an agreement with to supply items approved by the club. There are three ways to purchase regalia for the club, one is by contacting the membership chair, and two is to attend a club meeting, and third is to contact or visit Custom Embroidery in the Ventura Harbor. By using this vendor the club is able to supply a number of custom items to the membership and also support one of the local shops in the area so if you are looking for that unique item you most likely can find it there.

Topic 5: Wine Tour

The CCBCC Wine Tour is on February 22 & 23, 2020 and will once again start and finish in Pismo Beach, CA at **The Cottage Inn by The Sea**. This is an event that our club has held for 32 years and is typically very well attended and proves to be a good time for all! The POC for this even is Neal Subic who can be reached at the following if you wish more information; (805) 258-1182

neal@nksubic.com .

“JULIE TIME” presented by: Julie Root

Holly Guacamole Basket = Rick Wiles
Auto Zone Gift Card = Jason McIlhane
Auto Zone Gift Card = Jaris Judd
Presto Pasta Gift Card = Kurt Lanise
Taco Bell Gift Card = Jon Korbin

Jersey Mikes Gift Card = Harry Barnam
In & Out Burger Gift Card = Chris Vujea
Wood Ranch Gift Card = Michael Gustafson
Trader Joe’s Gift Card = Jim Heaton

Birthday Gift Card Drawing for members at the meeting with a birthday in the month of August. Steve Miller and Jason McIlhane have B-Days this month and were at the meeting making them eligible for this drawing. Jason McIlhane was the winner of the B-Day Gift Card this month. Happy Birthday to both members and any others in the club that were not at the meeting.

Meeting adjourned at 7:55 pm by Michael Gustafson CCBCC President.

Movie night pictures Article pg. 6



Getting ready for the movie



Sunset reflection in the jag's hood





GENERAL MEETINGS:

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

Barrelhouse 101 restaurant : 545 E. Thompson Blvd. Ventura. Offramp on 101 is California St.

2019 GENERAL MEETING DATES:

Sept. 3, Oct. 1, Nov. 5.

Dec. 8, Christmas party, Four Points Sheraton, Ventura

Board meetings take place according to the needs of the club, usually before or after the club's General Meeting; 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. The deadline for submission of any camera ready or digital ads, stories, reports and information that you'd like to see in the next issue is the **23rd** of the month prior to publication. Items may be sent to the editor at: dtreid@gmail.com

For Sale ads are free to members. Non-members pay \$25. Ads run 3 months, unless otherwise indicated by the seller. Any commercial ad or to open a commercial account please contact Allen Merriam, alyn123@sbcglobal.net

Membership dues are \$40 to join and \$30 to renew yearly. Make sure we have your e-mail for newsletter deliveries. If you need to have one snail mailed to you please let the editor know, dtreid@gmail.com Extra \$5.00 for mailed newsletters, payable with your dues.

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REGALIA & RAFFLE (Non Board member) Julie Root (805)676-1464)

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

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NEW MEETING LOCATION FOR CLUB MEETINGS TAKE NOTE!!!!



Sept's meeting will be held on **Tues September 3rd at: Barrelhouse 101** at: 545 E. THOMPSON BLVD, VENTURA, CA 93001. The Barrelhouse has free parking and an extensive menu. We have a separate room and the management hopes we will all order something. Please use the California exit of the 101 freeway. If parking is gone, use the free parking structure 74 South California St, Ventura, CA 93001 about 1.5 blocks away.

Behind the Wheel *editors corner*



I am attempting to put out a newsletter every month, there may be times I miss a month due to being away.

The newsletter is a vital piece of communication to keep members informed of what is happening within our club and lists events that are happening that may be of interest to club members.

I would like to feature one member's British car on the cover of each newsletter. If you would like your ride displayed on the cover, please send me a high resolution picture of it in a nice place (not just the parking lot at work!!) to dtreid@gmail.com

I have NO more picture and story for the front page of the newsletter. Let's see some of your favorite pics of your British car.

ARTICLES NEEDED:

The newsletter is in need of articles on anything to do with the club or British cars. Please use Microsoft Word and save as a document. If possible use font Arial, size 12 and do not do any formatting, just paragraphs of words.

Movie Night by Joel Justin

We've had several movie nights in the past. One was for the Mille group and the other was for the entire club. We had about 25 people at each, so that's kind of what we expected this time. I guess the word got around on what a fun time it was, because we had 56 people RSVP with about 45 showing up! Fortunately with a BYO everything and a large back yard, it didn't matter. In fact, the more the merrier!

People started showing up at 6pm and immediately staked out their place on the lawn in front of the big screen. It didn't get dark until about 8:30, so we had plenty of time for socializing and eating dinner, oh, and a glass of wine or two as well. The BBQ was popular, but there was a wide variety of dinner options people brought – everything from sandwiches to cold salads and pastas to grilled steaks and scallop-kabobs.

The evening was perfect. No breeze, not too hot, but most importantly, not too cold. After 5 batches of pop-corn were popped, everyone got comfy in their chairs with their Red Vines in hand. We started the movie at about 8:25, and everyone enjoyed watching the story of Burt Munro and "The World's Fastest Indian" as they traveled from New Zealand to Los Angeles to Wendover, UT to establish land speed records at the Bonneville Salt Flats that still stand today.

Given the popularity of movie nights, we'll definitely have to do this again. Stay tuned...
Pictures on pg. 3

Pictures from Wings over Camarillo Air Show



Photos by Martin Keller



A NEW NEWSLETTER FEATURE



Aug's baby is yours truly



Guess who the Sept. infant is?

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CCBCC & other Car Events coming up



FRIDAY, SEPTEMBER 12 - SUNDAY, SEPTEMBER 14, 2019

Triumphfest will be in Santa Maria this year. It's a great venue with everything happening on-site. It is hosted by the Triumph Club of Southern California. For additional information or to register, see <https://triumphfest2019.com/>.

Sun, November 17, 2019 10:30 AM – 4:00 PM This fund raiser car show is held in front of MB2 Raceway in Thousand Oaks, CA at **1475 Lawrence Drive**. You can access the show by getting off at Rancho Conejo Road (take a left coming from Ventura, take a right coming from Los Angeles) and head down Rancho Conejo just past Lawrence Drive. You will see a sign for MB2 on the left hand side. Register before Halloween and you'll receive a free goody bag and T-Shirt for only \$20.00! Here is a link to the web site. <https://www.eventbrite.com/e/5th-annual-ada-charity-car-show-registration-62965257781>

Feb 21-23, 2020 Our annual **Wine Tour** is in the final planning stages and it's time to put it on your calendars and make your hotel room reservations!
The 2020 Wine Tour will once again start and finish in Pismo Beach, CA at **The Cottage Inn by The Sea**, and as is tradition we will be doing a great scenic drive up the coastline and through the Central Coast wine country. This is an event that our club has held for 32 years and is typically very well attended and proves to be a good time for all! See pg. 14

MONTHLY BREAKFAST: CCBCC EVENTS

Breakfast meets will be at different venues throughout the year. New venues TBD in 2019. For more information and dates, contact Michael Gustafson at mikegus999@gmail.com. We need someone to step up for August, September and October.

WELCOME NEW MEMBERS



Ric & Peggy Wiles
1966 Triumph TR4A
Oak View

Greg Thomas
1953 MG TDC Mark II
Burbank

Rob Zuca
1960 MGA Roadster
2009 Mini Clubman S
Camarillo





From SPORT & GT MARKET Magazine
TECH-niques
Sports Car Maintenance and Repair
By John H. Twist

INTRODUCTION

British cars built until the early 1970's were based on the British Imperial measure. The basic quantities involved in the engine, gearboxes, petrol tanks and the information provided in the workshop manuals and driver's handbooks was based on this antiquated and often cumbersome measurement system. By 1969 the metrification process had begun, starting with the pound sterling monetary system and at present virtually all measurements in Great Britain are metric.

As the U.S. system is based heavily on the older British measurements, many of the systems are identical. Inches are inches, miles are miles, pounds (weight) are pounds. But, gallons are not gallons, degrees (temperature) are not degrees, and some systems, such as stones and hundredweights don't appear in the U.S. at all.

Several charts and conversion tables are given here to help the British car owner quickly find the U.S. equivalents.

The following will not only make the task of sorting out the manuals easier, but will also be of use when performing routine maintenance.

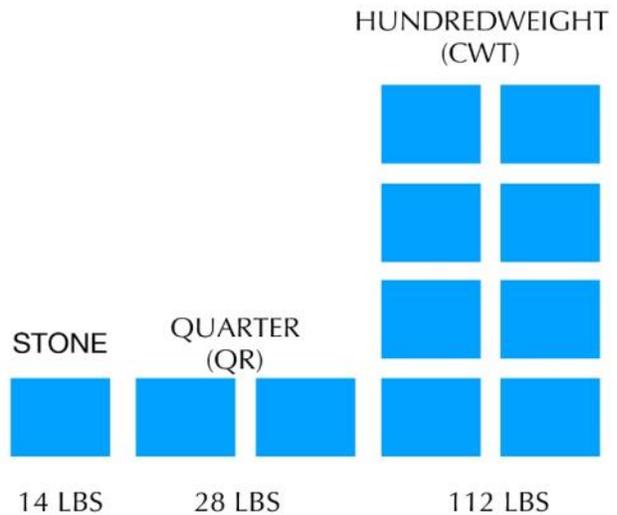
STONES

Despite the move to metrics, people and fish are still weighed in stones.

A stone weighs 14 pounds. There are two stones in a quarter (QR) and four quarters in a hundredweight (CWT). A hundredweight is 112 pounds. Twenty hundredweights equals one long ton of 2240 pounds.

For example, the drivers handbook for the 1959 MGA Twin Cam gives a "kerbside weight" (ready for the road) as 19 CWT, 2 QRS, 1 lb. This works out to: 19 CWT at 112 pounds = 2128 LBS, 2 QRS at 28 LBS =56 LBS, plus the last 1 LB. Together it equals 2128 LBS.

WEIGHT BY POUNDS AND STONES



Continue on next page

POUNDS STERLING

The pound sterling was originally defined as the value of one pound of sterling silver. Of course, it is only a fraction of the Middle Ages value today.

The pound is divided into twenty shillings of twelve pence each, for a total of 240 pence in a pound. The chart at the right gives the values of the various coins and figures one might find in British sales literature.

Hand notations for the currency includes the £ for the pound sterling and a hash mark for differing between shilling and pence. For example:

6/8 is six shillings, eightpence

2/6 is two shillings, sixpence (a half crown)

The pound is now divided into 100 pence and crowns and shillings are no longer used.

BRITISH CURRENCY

One Farthing = 1/4 Pence

One Halfpenny = 1/2 Pence

One Twopence = 2 Pence

One Threepence = 3 Pence

One Sixpence = 6 Pence
or 1/2 Shilling

12 Pence = 1 Shilling

2 Shillings = 1 Florin
(a 50c sized piece)

5 Shillings = 1 Crown*

20 Shillings = 1 Pound

21 Shillings = 1 Guinea

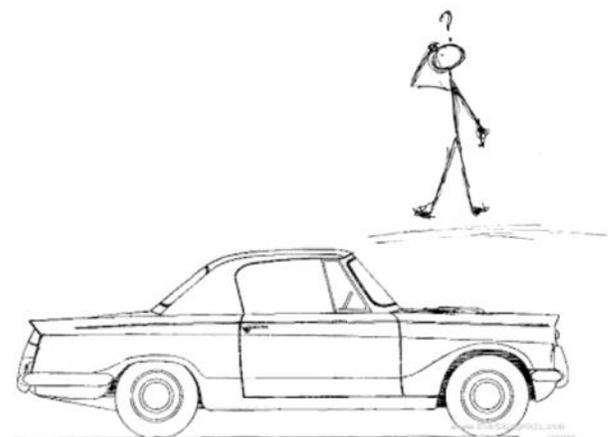
* A Crown is only issued as a commemorative piece and the half crown is the common coin issued.

GALLONS

The U.S. standard gallon is older than the Imperial gallon. It was originally defined by Henry VIII as eight pounds of wine. It is 231 cubic inches in capacity and is divided into eight pounds of 16 fluid ounces each.

The Imperial gallon is defined as 10 pounds of water at 62 degrees Fahrenheit. It is divided into eight pints of 20 fluid ounces and is 277 cubic inches in capacity. It is for this reason that the British "pint of beer" is somewhat more powerful than the U.S. "pint of beer." The Imperial pint is 25% larger!

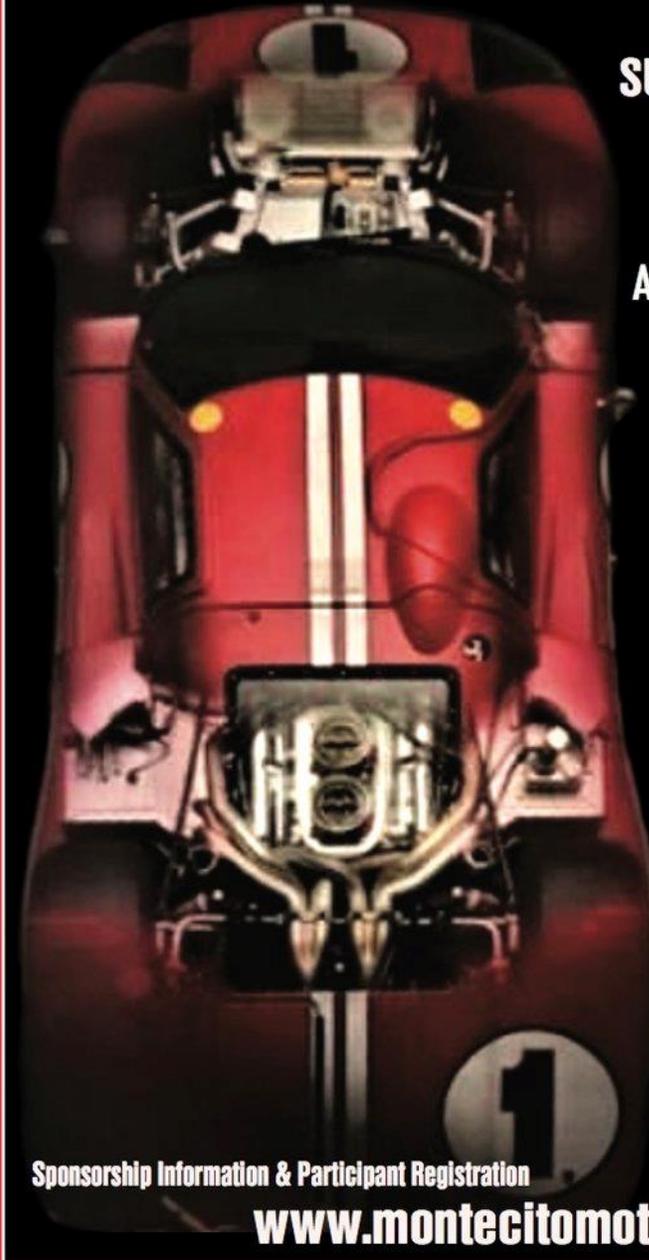
The U.S. and Imperial fluid ounce are very close in volume but are not exactly the same.



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CCBCC Annual Wine Tour

The **2020 CCBCC Wine Tour** will take place Friday night **February 21st** (check-in and socialize), Saturday **February 22nd** (back-roads drive, winery tours, and evening social/pot-luck), and Sunday **February 23rd** (check-out and drive home).

On Saturday the 22nd, as a group we'll line up the cars in the hotel's parking lot and depart the hotel to make a couple of stops in the morning and continue on back roads to our lunch venue.

For those of you that are new to the club, or to this event, the day of the tour (Saturday) works like this:

- you grab breakfast prior to our departure (breakfast is included if you're staying at The Cottage Inn).
- you bring a picnic lunch to our lunch venue/stop (I'm trying to find a place that also offers food such as pizza or a food truck like last year).
- in the evening we have a potluck style dinner in the hotel's dining area, so you will bring something to share with the group. Plates, napkins and silverware are provided. It's very low key and casual, and we socialize before, during and after dinner, usually over glasses of the wine that we've picked up throughout the day. We even have our traditional "Julie Time" raffle!

The hotel that this event takes place at is **The Cottage Inn by the Sea** in Pismo Beach. There is a block of (25) discounted hotel rooms set up for us already. You are not obligated to stay at The Cottage Inn, but that's where we have our block of rooms, and they let the CCBCC use their dining room free of charge for our Saturday night gathering.

Our discounted rates this year are \$179/nt. for a std. King room, and \$239/nt. for a ground floor ocean front King room (plus tax, license, and doc fees). These rates are much lower than we've seen in past years!

If you're going to stay at the Cottage Inn, **you need to call the Cottage Inn and book/pay for your room**. Reference the '**CCBCC block**'. The cut-off date for our discounted block of rooms is January 31, 2020, but when they're all booked they are gone! The Cottage Inn's number is **(805) 773-4617**. If you have questions or any problems making a reservation, just email, call or text me.

This is a fantastic hotel that sits on the bluffs above the Pacific Ocean in Pismo Beach, CA. A few of the amenities this hotel offers that keeps our club coming back year after year are:

- Quaint Old English cottage style architecture
- Free onsite guest parking
- Oceanfront, heated pool and spa (Complementary robes in each room)
- Complementary daily continental breakfast
- Fireplaces in every room
- Oceanfront fire pits and Adirondack chairs with ocean views along the bluffs
- Mini fridge, microwave, and coffee makers in each room
- Beach access
- 10-minute walk to pier and downtown Pismo

Be sure to call and book your room early soon so you don't miss out!

If you are going to come along on the wine tour, and once you have made your hotel reservation (or make other rooming accommodations) please email me to let me know so I can get you on the participant distribution list for future detailed information and updates.

Cheers!

Neal Subic
(805) 258-1182



Our car show from the Prospective of an out of townner and non club member

Channel Islands British Car Show 7/14

Article and photos by Tim McNiff

The sun was up and it was still cool as I headed west to the 29th Annual All-British Car Show at Channel Islands Harbor, Oxnard. The weather looked great until I neared the grade before Camarillo and saw the deep marine layer hanging over the hills. As I descended into Camarillo the temperature dropped, mist started forming on my windshield, and I kicked myself for not bringing something warmer than a denim long-sleeve shirt.

As I drove through the farms and fields between Camarillo and Oxnard, I wondered who from the club was attending. Upon arrival I was directed to the Healey parking area and saw six other "Big" Healeys belonging to Club members Ron Fine, Phil Caliva, Dex Kaytis, Russ Thompson (with Joyce Maeda), Bill Hoyt and Dave and Bunny DeLorie. All four of the Bugeyes attending were club members: Tom Spangler, Greg Aden, Emil Joseph, and Ralph Deex. There were a few square-body Spidgets also. Our "rare" member Chuck Lakowski and his Jensen-Healey along with three other Jensen-Healeys were in a separate class of "Rarities". Finally, Rich Jones and his wife were there in his Sunbeam Tiger. Additionally, there were two 100's, a 100-6, and two 3000's also on display.

As in past years the Farmers' Market was open and this year a Fine Art Market was also taking place so there was a lot of foot traffic through the car show. Members of the host club, Central Coast British Car Club, were busy selling raffle tickets and Greg Aden put his purchases to good use winning four prizes. The crowd was also treated to a Pipe and Drum performance that included some young Highland dancers. Representatives of the SeasideHighland Games in Ventura were on hand to select the Tartan Surfboard winner, which went to a Mini Traveler.

A few club members decided to visit the show without their cars, including Charlie Hart and Larry Bryant. And others, like Chuck Lakowski with his grandson Jim, brought guests with them. Speaking of noted visitors, the Healey area got a lot of interest from distinguished British actor Malcolm McDowell who brought one of his young sons to check out the cars.

The awards portion of the show saw "back-in-the-day member" Fred Cohen take first in the Big Healey class with his 'nasty boy' 100-M. Club member Ron Fine took second place for his blue-over-white 3000. In the Sprite class first place went to a 1964 square body and Greg Aden and his green and yellow Bugeye racer took second.

By 2:05pm a group was ready to head home and with the temperatures from Newbury Park to the 405 Fwy in LA registering above 90 degrees it was decided to take the Coast Highway. It seemed a good idea as we made good time until we hit Trancas Canyon. Then we hit a figurative wall. Traffic slowed to a crawl and the temperature gauge kept climbing. As we sat in traffic at the light at Zuma Beach my car died and didn't want to start no matter how much I choked her. According to the gauge I had plenty of gas so out of the car I jumped and started pushing to the edge of the road. Then it became a chinese fire drill as Dex, Phil, and some guy in a truck next to me hit the pavement and started pushing. It was vapor lock and a 20 minute cool down got me going again. However, we didn't want to get back in the traffic jam, a turtle was going faster than we were. Dex used his traffic app to find a round-about route that got us to Kanan Dume Rd and we were speeding along again.

But not for long. Another traffic jam has us all cursing and then Rich Jones said we could turn off just ahead at Cornell Road and get over to Mulholland. Phil and Dex decided not to wait and made a turn at Troutdale Rd; Rich was afraid they wouldn't get through because last year's fire had burned one of the bridges. we continued on reaching Mulholland and took Mulholland to Topanga Canyon where I refueled and jumped on the 101Fwy. Traffic was moving pretty good and I transitioned to the 134 and really picked up speed. I arrived home at 5:45pm, hot, tired and ready for a cold adult beverage.

See photos next page



Pictures by Tim McNiff, article prior page.
So. Calif. Healy club

Ran across some very old car ads, will be putting one in each upcoming newsletter



He'll be in kindergarten
WHEN HER RAMBLER NEEDS ITS FIRST CHASSIS LUBRICATION

He's two. The Rambler's brand-new. He'll be five, most likely, and riding to kindergarten, when the Rambler Classic needs its first lube job*. Meanwhile, it will travel twice as far† between engine oil changes as any previous model.

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APPLE GREEN FUN MACHINE



Produced from 1946-1948 and inspired by the pre-war Dolomite Roadster, the Triumph Roadster was designed in the closing days of World War II. The aluminium bodywork was mounted on a tubular steel, ladder-type frame with additional ash framing to support the body panels. Transverse leaf-sprung independent front suspension worked in conjunction with a live rear axle and half elliptic springs, the drop-top car at first being outfitted with a 1776cc 65bhp engine backed by a 4-speed gearbox with synchromesh on the top three ratios. For the final year of production, the engine capacity was updated to 2088cc through employment of the Standard Vanguard powerplant, a retrograde step being fitting of a 3-speed gearbox, even though the sales brochure could of course boast of the model being outfitted with an all-synchro 'box. The coachwork was wide enough to warrant fitment of three windscreen wipers rather than the de rigueur requirement of just two, a point of note being that the front bench seat could accommodate three occupants, room for two more being provided by a rumble seat that boasted its own folding windscreen and ingress via a step on the bumper. A contentious styling note regarding the Frank Callaby and Arthur Ballard-designed body has to be the bulbous steel front wings: some people love 'em and others are, let's say, not exactly enamoured with this prominent feature. Each to his own, I guess, although I can say the owner of the delightful '47 Apple Green 1800 shown on these pages bought the car from a good friend primarily because wife, Junie, loved the dickey seat and he was desirous simply of owning a novel looking convertible.

Gary Cooper, a retired lighting director for the Tonight Show during the time that the NBC network in Burbank, CA, had the show fronted by Johnny Carson and from where, incidentally, he retired from in 1995, first saw this Roadster when it was part of a friend's car collection. "He'd bought it from someone in Atlanta, GA, and over the course of some 18 years had slowly restored the car to a point where I just felt I had to have it. Although it was still without a finished interior – the seats were stripped to bare springs -- and the engine wasn't running, I just knew this would be an enjoyable car to own. It took me a year and a half of arm twisting before he finally said okay."

Once the Triumph was his, Gary got to work straight away on completing the restoration. He hoisted the motor out and had it sent away for a re-bore and general overhaul, and whilst this task was being attended to had Jesse's Upholstery, a recommended trimmer located in Saticoy, not too far from his home in Ventura, finish the cabin refurbishment through fitment of new green leather trim and complementary shade of wool carpeting. A few other jobs that needed doing were duly carried out, and in just three months the right-hand-drive car was ready to hit the road.

In the six years since acquisition and the time I caught up with him at the 2010 Triumphest in Del Mar, Gary and his significant other have had a lot of enjoyment taking the car to various shows and events on the Left Coast, during which time it has garnered quite a collection of trophies and awards. "This is all well and good," said Gary, "but the real reason I bought the Triumph was to have some fun. It's certainly no trailer queen, gets driven everywhere (including the 350-mile roundtrip to attend Triumphest) and receives a lot of attention wherever we go. Everything works as it should, including the old semaphore turn signals, cream-faced gauges and column-shifted gearbox.

I had whitewall cross-ply tyres fitted after I bought the car, these being more (aesthetically) appealing than the standard black rubber."

Gary reckons it'll cruise all day at a comfortable 60mph, a moot point inasmuch as when Autocar tested the model in its second year of production, the writer stated that the maximum speed of 75mph was 'satisfying but not startlingly high.' Neither, for that point, was it quick, apparently requiring 34.4 seconds to reach 60mph from a standing start!

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The venerable Roadster is the only collector car owned by Gary and is definitely a keeper as far as the Coopers are concerned, although they hope that nothing drastic befalls the car because spares are none too easy to obtain nowadays. Then again, they could always call on owners of the other ten examples known to be in existence in California should the need arise.

“I know there’s a handful still knocking around the state, though I guess those in the condition of mine are likely few and far between,” the owner opined. “I don’t know anything of the car’s history, but I’m just really pleased I bought it.”

Can’t ask more than that, can you?

Andy Willsheer

NOTE: This article will appear in an upcoming issue of the UK magazine, TRIUMPH WORLD, with accompanying pictures. Gary met Mr. Willsheer and another gentleman from the UK at Triumphfest held in October 2010 in Del Mar



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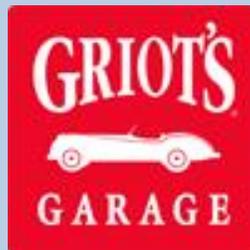


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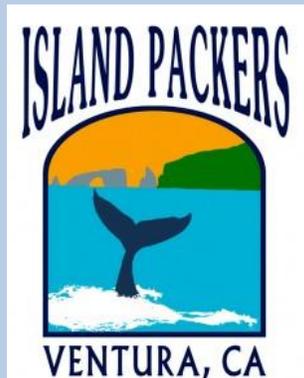


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Keith Martin's
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