



Dec 2025

Bonnet to Boot

PBCC OFFICIAL NEWSLETTER

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Bonnet to Boot Bits . . .

Our car club engines remained anything but idle over the past few months as 2025 wound down and our roads grew crisp in the autumn air. In this issue of Bonnet to Boot, we reflect on our recent journeys and activities as we gear up for more adventures in the coming new year. This Q4 edition of our club newsletter highlights our recent outings along with snapshots from the road, British car lore and a few festive surprises.

Club members rendezvoused in **October** for a visit to the annual Scarecrow Festival in Cambria. More whimsical and charming than frightening, the scarecrow displays provided a variety of topics for many lively conversations.

November brought us together for two engaging outings featuring a tour of the Grundfor Restoration Shop early in the month and a very entertaining Jazz get-together just before Thanksgiving.

As is our tradition, we gathered again in **December** to celebrate the season at our annual PBCC Holiday Luncheon and Party. In case you missed it, the article and photos are here to hopefully help you capture some of the holiday spirit and joy.

Hopefully this edition of Bonnet to Boot will gift you with its memories of recent months and the plans and schedules of more good times to come. We continue to celebrate the enduring charm of British motoring—and the people who keep it alive. Let's carry that forward into 2026!

Cheers for the Holidays and Happy New Year!

Clark

PBCC Annual Meeting and Luncheon
Saturday, January 10, 2026

11:00 - 2:00

Pismo Coast Village Grill
Banquet Room



**Join fellow members at our one and only
business meeting of the year!**

This is where PBCC tradition meets fresh ideas as we elect new board members and welcome the Events Committee as they rev up plans for the year ahead.

Enjoy a chance to connect with fellow members, swap stories, and brainstorm exciting drives and outings.

Witness the presentation of the **Club's one and only Trophy** —a highlight not to be missed!

Lunch (\$30/person) will include chicken kabob, Greek salad, rice pilaf, pita bread, baklava, and coffee or tea.

Special parking will be provided for our British cars.

Please RSVP to Cheryl Smith caskrs@sbcglobal.net no later than Jan 2nd.

Note: If you made a reservation and have not cancelled by January 2, you will be asked to pay for the meals requested.

You may pay for your meal and annual dues (\$20) at the event.

Upcoming 2026 PBCC Events

Details are sent to members via email prior to each outing

January 10	Annual General Meeting—Pismo Coast Village led by Graham Wallis
February 14	Valentine Rally—Santa Maria led by Jim Bull
March TBA	Montaña de Oro drive and lunch at Sea Pines—Los Osos led by Yolanda Tarazon-Pederson and Ken Palmer
April TBA	Derelicts & Donuts and Harmony Drive—Arroyo Grande to Harmony led by Mark Rosenthal and Cathy Fraser
May 9	Tour of Jason Len's Workshop and Collection, picnic—Arroyo Grande led by Steve Kennedy

Events of Interest

(not hosted or sponsored by PBCC)

[Ctrl-Click on the Event for More Details](#)

April 30-May 2 [Cruisin Morro Bay Car Show](#)

May 29-31 [The Classic at Pismo Beach Car Show](#)

Donuts and Derelicts: 8am Every Saturday near the Golden Donut shop in the OSH/ROSS (829 Oak Park Blvd) shopping center in Pismo Beach, at the intersection of Hwy 101 and Oak Park Blvd.

Steinbeck in his latter years only owned English cars, "not because they were good cars, but because when you have an English car, you get to hang out with mechanics."

A Writer, His Dog, and a Chinook Follow Steinbeck's Trail - Hagerty Media

<https://www.hagerty.com/media/driving/a-writer-his-dog-and-a-chinook-follow-steinbecks-trail/>

Straw Stars and Shiny Cars in Cambria

By Carolynne Palmer

Over twenty gleaming British cars and their drivers and passengers set out on October 11 for a scenic drive up the coast to Cambria. The weather could not have been better: a crisp autumn sun with blue skies, and just enough breeze to remind us that fall had arrived. With polished chrome sparkling and engines purring, the convoy made quite a sight as it wound its way along Highway 1.



Our destination was the **Cambria Scarecrow Festival**, a beloved tradition that has been transforming this seaside village each October since 2009. What began with just a handful of scarecrows has grown into a month-long celebration featuring **hundreds of wildly imaginative creations** lining the streets of Cambria and nearby San Simeon. Local artists, shopkeepers, and community members spend months preparing their entries, and the results range from spooky to silly, whimsical to downright astonishing.



Cambria Scarecrows (cont'd)

After arriving, club members gathered for lunch on the outdoor patio at **Moonstone Beach Bar & Grill**, where Carolynne passed out maps of Cambria, while Cheryl and Carolynne added a twist to the day with their “Scarecrow Challenge”—a set of clever questions about the festival and its quirky displays.



With maps and questions in hand, we set off. Some members chose to stroll leisurely through town while others dove headfirst into the challenge, racing to identify scarecrows and jot down answers. This year’s highlights included scarecrows modeled after famous singers and entertainers—proof that Cambria’s creativity knows no bounds.



Cambria Scarecrows (cont'd)

Later in the afternoon, we regrouped at **Leffingwell Landing**, a windswept bluff overlooking the Pacific. There, we did what car clubs do best: kicked tires, swapped stories, and shared snacks. Cookies and trail mix circulated as the mild breeze escalated into a gale. Most members wisely huddled near the picnic tables, leaving the cars to brave the wind.



The Scarecrow Challenge results were eventually announced, and Beverly and Jeff Brown emerged victorious, answering all but two of the Scarecrow Challenge questions. Their prize? A jar of Smith's homegrown honey. Definitely a sweet victory! Yum!

Congratulations Beverly and Jeff!

And hats off to Cambria for the great outing and for reminding us that even a humble scarecrow can be transformed into art, humor, and community spirit.





Triumphfest 2025

By Michael Link

This year's Triumphfest from October 5 – 7 was hosted by the *Triumph Club of Southern California (TCSC)*. The club did a great job planning and running it, as they always do. The turnout for this year's Triumphfest was 125 cars with about 220 people, of which 4 were Stags with 7 people. One of the Stags (Carmine Red) won the long-distance award, having been driven down from Chilliwack, British Columbia. The event was held at the Marriott Santa Ynez Valley, in Buellton. Different this year was the schedule of days, with Sunday being the arrival day and Wednesday being the drive home day. Traditionally it's Thursday for arrival and Sunday for the drive home day.



Car shows and Triumphfest are as much about the people as they are about the cars. Yes, lots of car talk happens; that's how we meet one another and build relationships, many of which become friendships. It starts with cars then becomes more, like other parents at our kid's school or co-workers—only here it's a shared interest, our Triumph hobby. It always feels like time flies and there just isn't enough opportunity to interact with all the people or see all the cars one would like to. Champagne problems, right?



Triumphest 2025 (cont'd)

There were the usual vendor displays, a photo contest, and model contests (including dioramas) for bought, plus a raffle with an after the raffle closed, a win-drawn, then a list of prize by each table at the awards banquet up after the awards banquet



both scratch-built and store-amazing number of items. Af-ning ticket for each item was ticket number was placed on banquet. Prizes were picked finished.

For those interested, several hosted drives were available. One was to the historic former stagecoach stop Cold Springs Tavern for lunch. Another was to the scenic Jalama Beach just south of Vandenberg SFB, and a third drive was through some of the wine country roads with a stop at a winery for wine tasting. The weather was beautiful and everyone loved the roads, scenery and destinations. There was not an autocross this time with some missing the enjoyment and what they view as an important part of their Triumphest experience.



Another part of Triumphest is the Funcours, usually held on the morning of the last full day of the event. Funcours is a 'take' on a Concours, where the competition is based on a standard rather than a judgement of other cars and owners. Each car is judged on a 100-point scale, with awards given at Bronze, Silver and Gold point levels. There can be many top-scoring cars, with no "First in Class" or winner of a category. The Funcours encourages having your Triumph in excellent condition and it also allows for non-original paint colors, leather interiors, wool carpeting, and modifications done well, so long as they're in keeping with the character of the car. Things like added gauges, headers and the like don't necessarily count against the car's points. There are special criteria for cars that are race or autocross prepared, too.

Triumphest 2025 (cont'd)



Participants may also put up a display in front of their Triumph for Funcours judging, which can bring as much as an additional 5 points to one's point total. This makes for a possible 105 points maximum. For those who score over 100 points in recent Triumphests there is a "Gold Plus" award. At first only a few, if any, reached this level. This year there seemed to be about two-dozen—wow! No 'grade inflation' either—it's that there are now so many perfect or near perfect cars where there didn't used to be. Gone are the "most in need of restoration" or "second most opportunity for improvement" awards like in the past.

There are two traditional food-oriented events at Triumphest. One is a hospitality party held in the evening of the first or second day. In the past this was something like appetizers and a cash bar with lots of socializing; sometimes with a costume party aspect and/or games. This year's hospitality party was different; it was a full sit-



down meal done buffet style. No need to go to dinner afterwards this time! I liked that very much. The other food event, an Awards Banquet, is held on the last evening. This is served seated at tables with a choice of entrees, a presentation by the host club, awards presentation, a showing of photos or videos, and a presentation by the next host club of Triumphest.

This year's effort brought its own post-Pandemic wrinkle, or difficulty. This hotel venue was the third hotel TCSC had arranged to host the event after two others abruptly canceled citing they no longer wished to host conventions. The hotel business is changing and hotels no longer seek convention type events as they once did. They apparently prefer to focus on leisure travelers. Maybe this is a result of the internet and Zoom meetings competing with hotel business. What will this mean for the future for our various car get-togethers?

Triumphfest 2025 (cont'd)

There will be a Triumphfest 2026, held in Flagstaff Arizona 17-19 September and the club hosting it will be *Desert Centre Triumph Register of America* (www.DCTRA.org). This is a founding club of Triumphfest and its precursor and they always put on an excellent event. The next Triumphfest after that will be hosted by the *Triumph Sports Car Club of San Diego* in 2027.



Michael and Lynn's Triumph has the original Stag V8 engine. It was repainted by Michael at Allan Hancock College and re-chromed in 2018. In 2024 he did a transmission swap to a 1989 Jaguar XJ6 where Michael did all the engineering to make it fit and work. At this year's Triumphfest, Michael won a Gold Plus award for the car.

Congratulations Michael!

PBCC member Marty Hawke drove his TR3-A to Triumphfest as well. His TR3 is an immaculate frame-off restoration done in 2018. During the upgrade, the transmission was swapped out to a TR6, fully synchromesh plus overdrive. Marty's car earned a well-deserved GOLD MEDAL at the Funcours Car Show.



Congratulations Marty!



Grundfor Restoration Shop Tour

By Graham Wallis

The Scott Grundfor Company is a well-known and well-respected business in the world of collectible cars and vintage car restorations. With their shop on the Central Coast near Arroyo Grande, members of the Paradise British Car Club were fortunate to have the opportunity to visit this unique facility and to view, first-hand, examples of their stunning work. Thanks to Dean Berto, Jeff Brown, Steve Kennedy and Graham Wallis for organizing this special event.

<https://scottgrundfor.com/>

The planning of this event started in May with a visit by Dean Berto, Jeff Brown and Steve Kennedy to see Jackson, a friend of Dean's at Scott Grundfor's restoration shop. The general opinion was we should do a club visit if at all possible.



There were several obstacles however; 1)the shop was very busy preparing cars for major concours around the US; i.e. Pebble Beach, Audrain Newport and Amelia Island, 2)the dirt road to the shop was poor with potholes and wash-board– not good for a typical run with our LBCs, and the looming possibility of rain just increased that challenge, 3)the visit had to be scheduled for a weekday, 4)we would need to carpool as they had a very small car park and lastly, 5)they could only give us a months' notice.

It all started to come together in October, however, as we figured out how to meet all the requirements. I chose November 11 totally forgetting it was Veterans Day (big mistake). Even so, it was dependent on dry weather. We already had a very popular event scheduled for November, the visit to the Elks Lodge for Jazz arranged by Rhonda and Jeff Cardinal. But as I estimated that we would have only about 10 people visiting the restoration shop, I didn't feel this would be a clash of events.

Second big mistake, I totally underestimated the number of people interested in visiting the shop!! We eventually had 36 people sign up so I had to call the restoration shop, cap in hand, to tell them we had triple the original estimate. No problem they said as long as it was dry. Fortunately, the week before November 11 was warm and dry.

Grundfor Restoration Shop (cont'd)

As this was primarily planned as a visit to the shop, we arranged a casual lunch in Arroyo Grande beforehand at a quiet restaurant, The Branch Street Delli and Pizzeria with plenty of parking!! Wrong!!! November 11 was a holiday. We suffered through the crowds in the restaurant and the lack of parking and, with good humor at 1.00 pm, we headed to the rendezvous in Strother Park.



At 1.30 we carpoled and left Strother Park for Scott Grundfor's Restoration Shop—less than five miles via Corbett Canyon Road. I am always amazed at the serenity and history of Corbett Canyon. We turned into the road to the restoration shop, and it was everything Dean, Jeff and Steve had described!!! And what great Fall weather. I cannot imagine what it would have been like getting there a week later when we had our first storm.



Thirty people made it to the shop (illness dropped the number) and we were met by Doug, our guide for the day and long-term employee of Grundfors. He explained the shop was quiet because many of the employees had taken Veterans Day as a holiday.

Scott Grundfor started his restoration shop in Los Angeles 40 years ago before moving to the Central Coast. He has always specialized in Mercedes cars and they almost exclusively work with Mercedes-Benz 300SL, both Gullwing Coupe and Roadster dating from 1954 to 1963. There were also a couple of "Pagoda" Mercedes for special clients, but the majority of cars are 300SL. They do both cosmetic and full restorations (complete restorations are their preference) and

Grundfor Restoration Shop (cont'd)

they work with both road cars and racing cars. Their real preference is for cars with some racing history. They have a mechanical shop capable of doing full engine and transmission rebuilds, a chassis shop for full rebuilds of the tubular chassis and a body shop (working the day we were there) with spray booth. As Paul said, the shop handles “soup to nuts”! There are probably only four or five 300SL specialists in the world who can do what Grundfor’s does.

Paul showed us several different cars in various stages of rebuild, from a bare chassis to completed cars and he pointed out the various changes over the years. There were at least two cars that had competed this year at Pebble Beach. It soon became obvious that 300SL’s were not the cheapest cars to buy and maintain but they gave their owners tremendous satisfaction.



Along the back wall of the shop was Scott’s unique, personal collection of prototype, futuristic Ford Probe cars from the 70’s and 80’s. Unique in their own right and nice to see although most people were interested in viewing the 300SL’s.

The tour normally lasts “about an hour” but an hour and a half later we had to bring Doug’s tour to a close. Thanks to Doug for the tour, Jackson for organizing and Scott Grundfor for an amazing insight into the impressive world of Mercedes-Benz 300SL and the shop’s very detailed restorations.

Thank you to all who visited, it was a certainly a day and a PBCC club event to be remembered!

What's a Clyno?

By Graham Wallis

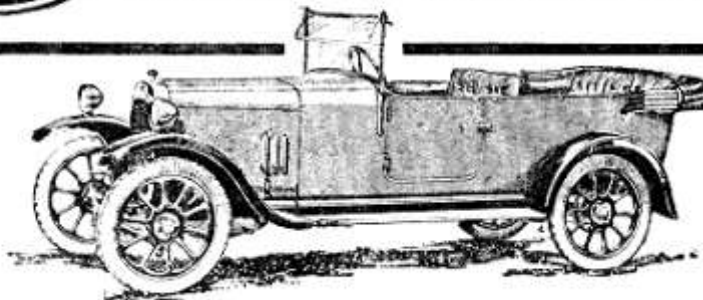


A Clyno was a British car built between 1922 and 1929 during which time the company produced about 36,000 cars. They made 15,000 motorbikes before venturing into cars and they were the motorcycle of choice for the British army in the First World War (with mounted machine gun) and the Russian military after the war. The company was acquired by Frank Smith in 1922. By the mid 20's they were the 3rd largest car manufacturer in the UK behind Austin and Morris. Clyno relied on major components to be supplied by subcontractors; engine, gearbox, etc. while William Morris and Herbert Austin ground their suppliers into the ground and acquired them. Unfortunately, Clyno's approach proved to be problematic as they were unable to shave the margins on these major components.



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£238



A Light Car that will bring you full measure of satisfaction —by its performance, by its appearance, and particularly by its astounding value. Its specification includes 10.8 h.p. four-cylinder water-cooled engine, three-speed and reverse gearbox, with final drive via enclosed propeller shaft and special bevel in rear axle. A roomy four-seater body is fitted, with adjustable front seats, Broit electric starting and lighting are included in the price, as also are spare wheel and tyre. Five to fifty-five M.P.H. on top, and forty-five to fifty miles per gallon. In every way and for every purpose the "Light Car Supreme."

LONDON-EDINBURGH TRIAL.

Two Clynos entered—performing perfectly throughout in the hands of J. Cocker and R. B. Clark, climbing all observed hills and running to schedule from start to finish—awarded

2 GOLD MEDALS.

THE CLYNO ENGINEERING CO. (1922), LTD.
PELHAM STREET, WOLVERHAMPTON.

Phone: Wolverhampton 392. Wire: "Clyno, Wolverhampton."
London Showrooms:
AUTOCARS LTD., 12, Woodstock St., W.1. Phone: Mayfair 2611.

Clyno were most famous for their 10.8 HP car introduced in 1922 and this model survived until the company's demise. In an effort to compete with the Morris Minor, and the Austin 7, Clyno introduced the Clyno 9 in 1928. Although the Clyno 9 was a superb car, it was too late to save the company.

Fast forward to Wednesday October 8th 1975 and an auction at Alexandre Palace, London. I was rebuilding a 1924 Peugeot Quadrillete with my father and also working on a 1934 Triumph Southern Cross as a long-term project. There was always some sort of old racing car in the garage (cars were cheap) but none of these were usable as an "everyday" car. I had just been given a company car (boring) so long distance driving was taken care of. But what was I to do about the Vintage Sports Car Clubs rallies and local vintage car club trials? That's why I headed to Alexandre Palace in October 1975.

What's a Clyno? (cont'd)

I still have the catalog from the auction: Jaguar XK120 “pristine condition” £2000 UK Pounds (\$2,600 in today's money) or a 1930 Alfa Romeo Twin Cam 1750 for £2500 UK pounds (worth over a million today). I had intended to buy a very sporty Singer saloon but it soon passed my maximum of £650 pounds. The next car I fancied (on the rebound) was an ex Irish 1928 9 HP Clyno which met most of my criteria— although I ignored my desire of it not needing much work. So I ended up driving it home, only a couple of hundred miles!



An engine rebuild, new bearings in the gearbox, body off the chassis for welding, quick paint and the car was back on the road in less than a month.



What's a Clyno? (cont'd)



A couple of years later when the “fleet” had expanded by the completed Peugeot and a lovely MG YA (but the Southern Cross was still “work in progress”).



We were heading to a national concours to celebrate 75 years since the 1000 mile trial and 100 years of motoring in the UK. Important to me because my grandfather had participated in part of the 1000-mile trial in 1900.

We had entered the Peugeot but as the forecast was rain (UK remember) we decided to also enter the Clyno at the last minute as a place to sit out the rain on the concours field. Can you believe the 1 month restored Clyno beat the two year restored Peugeot to first place!



Reluctantly the Clyno and MG were vehicles we had to sell a few years later to buy the Lagonda. The Clyno is now back in Ireland enjoying semi-retirement. And the MG YA? I Australia we believe.

The Clyno was a lot of fun. 500 miles round trips or tackling impossible tracks on inane vintage trials. She took them in her stride. Picnics and novice drivers learning to shift a “crash box” no problem.

She taught us that going hundreds of miles at 45 miles per hour would be faster than a car doing 70 with stops to rest and eat.

Not the most glamorous and probably “bought on the rebound” but a fantastic, quintessential, example of a 20's British family car.

For more info on this fascinating British marque, click on the following link:

<http://www.historywebsite.co.uk/Museum/Transport/Cars/clyno.htm>

PBCC Hits the Right Notes in Oceano

By Keith Smith



On Sunday, November 23, members of the PBCC enjoyed the smooth swing of jazz, thanks to Rhonda and Jeff Cardinal's gracious invitation to the Oceano Veterans Hall.



The adventure began at the ever-iconic Madonna Inn parking lot, where four cars lined up to caravan to Oceano. By the time we arrived, the music was already in full swing. Several club members had skipped the caravan and gone straight to the venue, securing prime seats before the rest of us rolled in. Inside, the atmosphere was buzzing—tables filled, toes tapping, and the unmistakable joy of live jazz filling the hall.

The entertainment roster was nothing short of impressive. Jeff Cardinal himself took the stage with the Basin Street Regulars, setting the tone and the energy. John's Jazz All Stars followed, bringing their own brand of sparkle to the afternoon. And just when we thought the day couldn't get any brighter, the Early Risers—a spirited group of Cal Poly musicians—proved that youth and enthusiasm can swing just as hard as the seasoned pros.



Jazz Notes (cont'd)

As the hours passed, more familiar faces appeared, until our club tally reached about 22 members. Between sets, we enjoyed lunch and refreshments, with the clink of glasses and chatter blending with the rhythm of the day.



Of course, no PBCC outing would be complete without a touch of drama courtesy of Lucas electrical gremlins. As members began to head home, Tom and Carla Chaple's MGA fell victim to the dreaded "Lucas hex." The culprit? A failed coil. But in true British motoring fashion, Tom was prepared—producing a spare coil from the boot like a magician pulling a rabbit from a hat. Within minutes, the MGA was back to life, proving once again that preparedness (and a bit of luck) is the best antidote to Lucas mischief.

With the crisis averted, everyone made it safely home, spirits high and with memories of jazz melodies.

A heartfelt thank you to Rhonda and Jeff for organizing a day that hit all the right notes—great music, great company, and just enough adventure to keep the story interesting!

Car in A Barn—Part 3

A Study in Automotive Archeology

By Ken Palmer

It's been going on three years now since we dragged the 67 MGB GT out of a barn in Lompoc. I thought I needed a project—and I got one. Readers may recall that the car had been sitting in the barn for nearly 40 years and, as I discovered, had been “rode hard and put away wet”—having some significant body damage to the left front corner. Still, it seemed worth the challenge.

I acquired a replacement corner from a salvaged car, and after some practice and coaching from Keith Smith (a master welder) I tuned up my welding skills. Voila—somewhat to my surprise, the result was a left corner that was indistinguishable from the original.



Encouraged, I tackled the rest of the “major body work”. There were plenty of dents and dings, some poorly repaired for a repaint, some simply the result of forty years being knocked around in a barn. Most challenging was dealing with the consequences of some rough off-road foray from the

past resulting in a jack receptacle being cast asunder and a significant “hump up” in the floor on the driver’s side. Hours of head scratching –pushing, cutting and welding—and again surprisingly, it all came together. That proved the point that bent metal always wants to go home again.

Then it was time for paint prep. The car was originally red, but had been repainted twice (first repaint was pumpkin orange--surely mid '70s). The second repaint was red, but unfortunately was done with modern Urethane. Even the best strippers will barely wrinkle the stuff. So, it meant using a body grinder, lots of hours and numerous \$30.00 each industrial coating removal pads. Just plain hard dirty, tedious work.

Pt 3—Car in A Barn (cont'd)

Some good news: I did manage to source a replacement original aluminum hood. They are relatively scarce and expensive, but as it turned out my brother-in-law in Lincoln, Nebraska, had one in his garage rafters. It was a little lumpy, but the price was right---zero. Shipping?—well- not zero! (Pic 4)

Some more good news: I had not realized that car was a GT “Special”. The fact that it had a wood-rimmed steering wheel seemed unremarkable. But, as it turned out, it was one of the 1000 67 GTs designated “specials” in recognition of the 1st anniversary of the GT. The “special” kit included the steering wheel, a matching Australian wood shift knob, a bullet rear view mirror and fender plaques designating it as a “Special”. After doing all of the suspension, brakes, etc., I shipped it off to the painter for a shiny original Tartan-red paint job.



Engine assembly was straight forward, and although it needed little machine work, save a head rebuild, I did spring for new Max Speed rods (they weight about 1/2 as much as the originals) a .040 over bore and 9.5 to 1 compression. I am guessing maybe 10% more HP & torque, and more snap off the line. (pic5). As the mechanicals came together, I was lucky to be the beneficiary of Jim Bull’s quest to down-size—a virtually new exhaust system and front brakes came from the depths of Jim’s storage building.

Pt 3—Car in A Barn (cont'd)

So here we are pushing into year three-- in the midst of reassembly. The drive train's in and it's ready to roll, most exterior trim is on. The dash, carpets and panels are still to be installed, but that should go pretty quickly. I figured I'd just toss in the new windshield and would be on the home stretch. What could go possibly go wrong?

What could possibly go wrong?--the windshield. There are several You tubes of GT windshield installations, arranging from: This is a 20-minute job—to sober up and call the glass guy. But I did this on a GT 40 years ago, by myself, and as I recall it was no big deal.

A harbinger of things to come. I pulled the windshield out of the Moss shipping box and found it had been mislabeled. Plastered with Moss labels identifying it as a GT windshield, it was actually a roadster windshield. That meant a two-week delay while Moss got me the right one.



Then came the installation. First the seal needed to go on the car. Oh, my goodness. It took three of us a good couple of hours to finally get it into position. We let it set for a few days so it would “take a set” and stay in place for the glass. Still the glass install took four of us, Cheryl, Carolynne, Keith and me, working to the point of being covered in sweat on a cool day, nearly two hours, and that doesn't even count installing the locking strip and the chrome trim. If you ever have to do this, I will pray for you.

So goes the war—we are finally down to the dash, carpet and interior panels. I have done this all before—a piece of cake! Maybe it has been 20 years, but “What could possibly go wrong?”



BRITISH CAR HUMOR— *by Jim Bull*

Part One

A 16 year old, fresh from passing his driving test, rode off on his bike and returned half an hour later in a pristine red Jaguar XKE convertible, Series One. The bright red convertible had chrome wire wheels, black leather upholstery and was in concours condition. His stunned parents demanded an explanation.

The boy said that while taking a bike ride a few blocks away from home (in a very wealthy and exclusive neighborhood) a woman trimming roses called to him, asked if he had a license, and then showed him the Jaguar in her garage. She asked if he wanted to buy the Jaguar. When the boy, obviously astonished, admitted he only had \$15, she said “Sold,” signed the title (which was made out in her and her husband’s name), and handed him the keys.

The boy then showed the title to the Jaguar to his parents and they were very suspicious. The boys father told his son that they were going immediately to contact this woman. “Good”, the boy said, “because I have to retrieve my bicycle.”

The woman was still in front of the home pruning her roses and she calmly explained: her husband was in Hawaii with his secretary, had called to announce a divorce, and told her to sell the Jaguar and send him the money. “That’s why your son owns a Jaguar for fifteen dollars,” she said.

Part Two

The boy’s parents told their son they didn’t want him driving a valuable classic car and suggested the car be sold to help finance college, start a stock fund, or perhaps serve as a down payment on his first home. Driving the car continuously was out of the question they said. It was just too valuable. A compromise was reached where the boy would only drive the car occasionally for short distances to help preserve its value, with the car kept stored inside the rest of the time.

Weeks later, the boy was stopped for speeding. Asked for his license, he deadpanned, “I don’t have one”, he replied. “”I’m suspended for a DUI.” The officer then asked for registration and proof of insurance. “I don’t know about that”, the boy replied, “I stole this car. The paperwork might be in the glove box with my gun and drugs.”

The rookie officer panicked, pulled his gun, and called backup. When the sergeant arrived, the boy cheerfully produced his license, registration, and insurance. “Did you put a gun and illegal drugs in the glove box?” the sergeant asked. “Of course not,” said the boy. “That’s incredible—and I suppose he also told you I was speeding.”

PBCC Holiday Party

By Clark Lewis



Happy Holidays! This year's traditional PBCC Holiday Party began with an icebreaker that turned the room into a courtroom of comedy. Each table formed a group tasked with coming up with a name and out of that emerged "Team Royalty", "Team Wombat", "Team President's Cabinet", "Team Morris" and "Team Pearl Harbor" (of course; the party was held Dec 7). MC and icebreaker guru Beverly Brown summoned three judges who swept into the room with black robes flowing, powdered wigs perched precariously, and all three wearing proper expressions of barrister sternness.



Judge Marcel
Sir Peter Frederick
Frothingham Marcel

Grand Master of the
Royal Society of Slightly
Confused Gentlemen



Judge Bruiser
Our Lord, The Venerable
James Tomfoolery Bruiser

Protector of the People's
Parking Tickets



Judge Fitzroy
Lady Florence
Full-Throttle Fitzroy

Queen of Quite Frankly
Questionable Quarrels

The judges immediately set the tone as Team Royalty and Team Presidential received scorn for names that were "too pretentious" while Team Wombat received a hearty "what the ___?" and a 2-point deduction prior to the start of the game.



The challenge was simple and hilarious: MC Bev read aloud a British car related question and each team had to write their team's name and team answer on a card. A representative from each team rose, bowed, and delivered their answers to the judges with the utmost decorum as the judges scored with solemn nods and the occasional smirk or remark. After several rounds, one group—Team Presidential—emerged victorious, earning the highest score and bragging rights for the season. Members of the top three teams received awards they were al-

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lowed to pluck from a Christmas tree graciously presented by MC Bev.

The party then shifted gears as the judges' wigs were tucked away and the gavel retired. Members mingled and swapped stories while savoring another sumptuous buffet courtesy of the Santa Maria Inn—plates piled high. Dessert followed in grand style and Jeff Brown soon took the floor to introduce the highly respected local singer and guitarist, Ron Miller as our event entertainer.

Holiday Party (cont'd)

Ron, who has described his sound as “country with a dash of Springsteen and Seger,” delivered exactly that—easy listening with a toe-tapping edge. He rolled through familiar favorites, fielded requests with good humor, and even tossed in a few jokes (eliciting both chuckles and the occasional collective groan). The room buzzed with warmth, laughter, and music.

The music wound down and our presiding club chair, Graham Wallis, took to the podium to describe rule changes to the gift exchange portion of the PBCC Holiday Party. This year, each individual or couple who brought a present would pick up package at the Christmas tree and return to their table. Graham then read aloud a spirited and imaginative British car story containing many instances of the words “left” and right”. As those key words popped up in the story, wrapped packages were passed around the table accordingly. Graham’s story was humorous and the package swapping generated even more smiles and laughter. In the end, participants wound up with a different gift than what they had originally selected. All packages were opened to more laughter and surprises all around.



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Holiday Party (cont'd)



As festivities came to an end, members were encouraged to cast their vote for the next recipient of the DSM REE MAE trophy. This trophy is awarded annually to a member in recognition of that member's outstanding service to the Club. Graham Wallis, is currently the proud owner of this perpetual award.

The DSM REE MAE is a prestigious trophy that some have referred to as whacky and eccentric. Nonetheless, it has a long and storied history that the Club's honorary historian, Jim Bull, has been known to tell at the PBCC Annual Meeting in January. The new awardee is announced at that time as well so they can proudly display this elegant trophy throughout 2026.

Many thanks to all who attended and especially to those who generously donated toys for the Toy Drive and funds for the Food Bank. Thanks also go out to Beverly and Jeff Brown for creating the icebreaker and MCing, Rhonda and Jeff Cardinal for arranging the entertainment, Cheryl Smith for revising the gift exchange and Graham Wallis for managing that activity, and the Palmer's and Smith's for the setup and overall organization.



Old Town Orcutt Christmas Parade

By Clark Lewis



Back in 1961, the Orcutt Volunteer Fire Department had an idea: let the school band practice by marching down the street. Fast forward six decades and that humble rehearsal has snowballed into one of Orcutt's most beloved holiday traditions—the Old Town Orcutt Christmas Parade, now proudly sponsored by the Orcutt Lions Club. The parade has everything you could possibly want: kids, floats, pets, bands, cars, and of course, the man in red himself—Santa Claus!



PBCC has long been part of the fun, and this year was no exception thanks to Rhonda and Jeff Cardinal, Michael Link, and Dylan Gjerdrum. Rhonda and Jeff are parade veterans, famous for cruising their MG Midget while towing their dinosaur dressed for the holidays. (Yes, a dinosaur. Because nothing says “Christmas” like a pre-historic beast sporting a Santa hat and lights.)



This year though, they hit a snag. Their ukulele group was booked to provide live music on the Oasis Senior Center float - - which would leave their trusty Midget and dinosaur driverless if both were to strum along on the float.

Enter PBCC's own John Klingensmith, who ended up having to heroically bike through the chaos of the newly rerouted parade lineup to reach the driver's seat of the Midget. Jeff provided a clever speaker setup so John and the dinosaur didn't just follow the Oasis float—they broadcast the live ukulele tunes along the route. The crowd loved it. Problem solved, music amplified, dinosaur glorified.

Old Town Orcutt Christmas Parade (cont'd)

Michael and Lynn rolled into the parade lineup with their decked out Triumph Stag, which looked like it had been gift-wrapped by Santa's elves. Sparkling with greenery, lights, and a large wreath on the grill, the Stag drew plenty of smiles, cheers and waves from the crowd.



Riding shotgun in the Stag was Dylan Gjerdrum, grandson of longtime PBCC member Thor Gjerdrum. Dylan, home from the University of North Carolina for winter break, proved that honorary PBCC membership comes with perks—like riding in a parade car that looks like it belongs under a Christmas tree.

From dinosaurs with sound systems to cars wrapped like presents, PBCC once again proved that holiday spirit is best served with a dash of creativity, a sprinkle of chaos, and a whole lot of fun.



Bits & Pieces . . .

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Cheryl Smith

Membership:
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FROM PBCC CLUB MEMBER ED HUGHES

“In my search for something I needed for my project, I came across a guy up in Reedley. His name is Joe Smeds. Joe has his own personal boneyard of British cars! Mostly MGs and Triumphs but he has a few Austin Sprites, Minis, Jaguars, etc. as well. He wasn't aware of the Paradise club so I doubt any of our members are aware of him but he would be a resource if anyone needs used parts. He's a fun guy to visit and just chat with. He's been into British stuff since he was like 15 or so and seems pretty knowledgeable.”

THANKS ED!

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Ed recently rescued a Nash Metropolitan that is now his restoration project. He would like to replace the Nash's standard wheels and says 13" wheels with 4x4 bolt pattern from a Midget or Sprite will work. If you have any or know where Ed might be able to pick up a set, please contact him at



edhughes@live.com

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HAPPY HOLIDAYS FROM THE PARADISE BRITISH CAR CLUB !

