



June 2025

Bonnet to Boot

PBCC OFFICIAL NEWSLETTER

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Bonnet to Boot Bits . . .

Summer is heating up—and so is the Paradise British Car Club! In this Q2 edition of the club newsletter, catch up on our latest drives, meetups, and member adventures for this season. . . .

April began foolishly enough with an entertaining gimmick rally and picnic courtesy of Jim Bull. With his never-ending sense of humor and extensive knowledge of trivia, Jim provided us with loads of fun and camaraderie.

In **late April**, PBCC members brought some sunshine to the rain dampened *Vintage Sidecar Rendezvous and British Car Show* in Paso Robles. PBCC cars were first to park on the downtown square and ended up dominating the field of interesting and unique cars and motorcycles.

As **June** rolled around, members were treated to a informative and engaging tour of Talley Farms before gathering for an enjoyable picnic nearby at Biddle Park.

Other springtime events in the local area and beyond attracted numerous PBCC members who graciously share their stories and experiences in this edition of Bonnet to Boot.

So, read on, as our warmer weather journeys continue in the following pages. This edition has articles for everyone with our planned club events, British Car history, restorations, member ads, and ongoing attempts at humor!

So listen to the call of your British car and be sure to take advantage of our wonderful Central Coast weather at a club outing or one of many other local events of interest. It's all about fun and friendship with these iconic automobiles.

Cheers and happy motoring!

Clark

Upcoming 2025 PBCC Outings

Details are sent to members via email prior to each outing

July 19	PBCC Summer Picnic led by Jeff and Beverly Brown
August 14	Tour of Chapman Estate (Shell Beach) led by Graham and Gillian Wallis
Sept 27	Tour of Daniel's Wood Land (Paso Robles) led by Frank DeSimone
October 11	Cambria Scarecrow Festival Drive led by Ken and Carolynne Palmer
November	TBA
Dec 7	PBCC Annual Holiday Party at Santa Maria Inn

Events of Interest

(not hosted or sponsored by PBCC)
[Click on the Event for More Details](#)

Aug 16-17	Classic/Exotic Car Show 2025 —Camarillo
Sept 18-20	Costa D'Oro Mille —SLO County
Sept 21	34th Annual British Car Club Show (Central Coast British Car Club)—Ventura Harbor
Oct 7-10	California Healey Week 2025 —Yosemite Redwoods

Our 2025 calendar is now filled with monthly club events so we've started planning and scheduling 2026. As we strive to offer a variety of interesting drives, places to visit and group gatherings, we really need your recommendations and suggestions. If you have an idea for a future event of general interest and/or entertainment for PBCC members or know about an upcoming "Event of Interest", please contact Bev and Jeff at bevhack3@gmail.com or 13harpoons@gmail.com

THANKS!

PBCC SUMMER PICNIC

It's Here!



This is your official invitation to the PBCC annual summer picnic

Join us on July 19, 2025, 11:30 am – 4:00 pm
Strother Park, 1150 Huasna Rd., Arroyo Grande, CA

Barbecue and Ice Cream, soft drinks and water provided
Activities, car game (if we can park together) and FUN!

No need to bring cookies or other food items
Cost is \$25 per person, \$12 for children under 12
Cash or check made out to Paradise British Car Club, accepted on day of the picnic

We are looking forward to spending the day with you!

PLEASE RSVP BY JULY 12, 2025
In order to provide the BBQ company with a guaranteed number of guests

Jeff & Beverly Brown
13harpoons@gmail.com

UPDATE on Trilogy Cars and Coffee - NIPOMO



The monthly Cars and Coffee at Trilogy in Nipomo continues to grow. Held at the same location as the Trilogy Automotive Classic Car Show.

First Saturday of every month from 8AM to 9AM.

“Arrive in your Classic Car, Muscle car, old car, truck, sports car, electric car, foreign and domestic! Enjoy some coffee and pastries and talk cars and trucks”.

Free Admission—No Registration—Just Show Up!

**Purchase your coffee, pastries and breakfast burritos at
The Trilogy MarketPlace.**

For questions contact, Bob Bishop at bb5038055@gmail.com



An April Fool's Rally to Remember

By Michael Link, Steve Kennedy and Clark Lewis

The Paradise British Car Club hit the road this April for a rally unlike any other, thanks to the club's rally mastermind, Jim Bull. Jim orchestrated a clever, curiosity-piquing adventure that blended an observational driving rally with a quirky trivia challenge. Packed with puzzling clues, playful pranks, and brainteasers about news headlines and celebrities, it kept even the sharpest minds on their toes.

The day began at the scenic "Toro Casa," where hosts Jim and Karen welcomed participants with coffee, pastries, and warm hospitality. After a good 20-30 minutes of socializing, Jim handed out the rally instructions and delivered a quick tutorial on how to follow his not-so-straightforward directions. True to his style, he kept the final picnic destination a mystery—unraveled only by navigating the course.



April Fool's Rally (cont'd)



The journey kicked off with a simple directive: head north, turn right, and find a park. Once there, rally-goers had to answer a trivia question about the park's name and decipher two sheets of taped-on puzzles hidden at separate picnic tables. From there, it was a rolling mix of scavenger hunt and guessing game. Participants had to spot roadside clues, identify businesses from

signage, and match famous names to cryptic descriptions—yes, even Leona Helmsley, Jerry Lewis, Martha Stewart and Paris Hilton made cameos.

After weaving through the course and solving the final riddles, the caravan reconvened at the county park in Los Alamos for a bring-your-own picnic. Once everyone had enjoyed their consumables, Jim revealed the answers and gathered feedback on the rally. Michael Link and Lynn Johnson took rally honors with a 100% on answers to the quiz.



April Fool's Rally (cont'd)

The consensus? The challenge level was “just right,” though some folks suggested adding a bit more road-focused fun for next time.



As for mishaps—there were a couple. On arriving at the park in Los Alamos, Michael's Triumph Stag suddenly sputtered out. A quick diagnosis by Michael identified the cause as a failed 9-month-old Pertronix ignition coil. Luckily, he had a spare onboard, and within minutes Michael and Lynn were back in action and headed to victory. Our rally leader, Jim Bull, provided the irony of the day as he ran out of gas in his MG-TD while dutifully following the rally to ensure all was going as planned. Jim explained that there is no gas gauge on a TD. There is a fuel warning light, which activates when the tank has a gallon left. Apparently the bulb on the warning light burned out. Jim was fortunately rescued by Karl Burger as he was navigating the rally in his 1965 Morgan Drophead. This was definitely a Rally to Remember!



Rally Master with the
“Bull Horn”

Paradise BCC “Saves the Day” (April 26)

By Jim Bull

The British car show in Paso Robles on April 26th would have been a total “bust” had not been the hearty folks from PBCC who showed up! Our club consisted of 80% of the ten car total at the show! Open British cars don’t do well in the rain and our British cars brought British weather to Paso Robles that day!



Months before, our event Chair, Jeff Brown, located a “non official” outing (i.e. not on the club’s pre-planned event calendar) for April 26th, which really looked like a lot of fun. This was the annual British car show and motorcycle side car show on the lawn of the beautiful downtown park in Paso Robles. This event was presented by the Downtown Main Street Association. A good number of our club members signed up but unfortunately the weatherman predicted rain for that day and many decided not to come.

Karen and I had decided a few months prior to make a weekend out of it and made a hotel reservation which could not be cancelled without losing the room cost, so we were committed.

The club had been informed that if we wanted to park together as a group we had to drive in together, (anticipating a big turn out) so it was announced for us to meet at the historic train depot a block from the show area. We were to meet at 8:00 A.M., caravan in together, with the show to start at 9:00 A.M.

We looked out the window of the hotel at 6:30 A.M. and sure enough, it was raining! Friday night we put the top up with the tonneau cover inside on our MG TD but without side curtains and only had a small amount of water pooled from the rain. No problem. At 8am we drove to the park--**no motorcycles** and no British cars! The organizers had a popup with a British flag and waved to us. The event was NOT being canceled! They practically begged us to come in!

We drove over to the Train Depot and met Ed Hughes in his beautiful dark blue Jag. Ed is from Paso. No one else was there so we drove to the park and were the

Paradise British Club “Saves the Day” (cont’d)

only two cars present. It looked pretty bleak, to say the least. Ken and Carolynn Palmer had called us to let us know they were not coming and the Smiths had asked for a phone call to let them know the weather conditions. The Smiths did decide to come and arrived in their Morris Traveler with accompanying tear drop trailer. The Cardinals drove from Orcutt in the rain and arrived in their MG Midget. Marcel Coppolino arrived in his original Mini, Alice Addison came in her MGCGT, and Richard Sol, from Templeton drove in his Lotus Elan.



John Parker from Paso Robles arrived at the show with a beautiful Austin-Healey 3000 and introduced himself to me as a new member. I then realized that recently we have collected a whole new membership group from the “north county” area of San Luis Obispo Co., including Paso Robles, Atascadero, and Cambria—which is really exciting.

Finally, around 10:30 the drizzle ceased and a number of folks from PBCC showed up to visit and look at the cars of the brave folks who came in the cold and the rain and have some “sociable chit chat”.



Paradise British Club “Saves the Day” (cont’d)

Among those were Clark and Kay Lewis, Wayne Peterson, Al Kossett, and two new members I met for the first time, David Hill and John Adaska, both from Cambria. David is restoring a Bugeye Sprite, which he said is in working condition, and John is doing a frame off restoration of an Austin-Healey 100/4.

Which brings up another point. If you are working on a British car there is absolutely no requirement to come to club events in a British car. We want to meet you and have fun together. Don’t wait until your car is finished. Come as you are-as they say. You might get a few tech tips from a “veteran” owner, learn of parts suppliers previously unknown to you, where to have good work done, what suppliers or shops to avoid, etc.

By lunch time two more cars arrived, a local MGA 1500 and a beautiful and rare 1951 Riley Saloon. These were the only non PBCC cars. This show was unusual in that the town square (featuring a beautiful 1906 stone Victorian age Carnegie library) area is “the place to be” on a Saturday. Once the sun came out there were a few hundred people walking their dogs, eating in the many nearby restaurants, coffee and bakery shops, and visiting the “touristy” shops in the area. People were very friendly, asked questions about our cars, and we met many folks who had owned a car like our cars at one time or had a friend who did. Many shared their memories connected to classic British cars and their love of the same. We all heard the same comment. “I wish I’d never sold my ___ (fill in the blank)_____.



While this was the smallest British car show we had ever attended, it was a lot of fun to visit and hangout with some new friends. We shall plan to attend next year with a hope of a warm California Spring!

British vs French Automotive Design

By Jim Bull

Anyone familiar with English history knows about the invasion of the Normans, who landed in Hastings in 1066 A.D. The English were defeated, Norman (French) influence reigned for several hundred years and wars between England and France went on, and on, and on.

Fast forward to the time that France and England were allies in two major world wars and it seems everything in the past was long ago in the past...right? Water under the bridge as they say.

Well, not exactly. The French car firm Renault designed a rear engine, rear wheel drive sports car in 1958, the Caravelle, which was produced through 1968. When the MGB was introduced in May of 1962 the French were once again angry with the English. Maybe not to the point of a war, but definitely to the point of a civil lawsuit.

It seems Don Hayter, the chief British designer, along with his design team utilized a feature which Renault thought they had stolen from the Caravelle. A lawsuit between Renault and MG (BMC) was threatened but not successful.

What was the big insult to the French? Well, look at this front photo of the Caravelle and then compare it to the headlight photo feature of the MGB!



The only thing which saved MG was the fact that this same feature had also been used on other sports car designs of the period, including several Ferrari models.

In the production years of the Caravelle, there were 117,000 manufactured. Most Americans have never seen one. The production of MGB's resulted in over 500,000 cars produced. I guess people liked a lot more about MG's than just the headlight indentation feature!



MGA Enthusiasts Celebrate 50th Get-Together

By Ken Palmer and Clark Lewis

From June 2-6, Traverse City, Michigan blossomed with MG octagons as the North American MGA Register (NAMGAR) hosted its 50th annual Get Together (GT) - a milestone that also marked 70 years since the debut of the beloved MGA. What began as a grassroots celebration by the Michigan Chapter five decades ago came full circle when the same chapter hosted an impressive gathering once again. PBCC members with MGAs, the Palmers (Ken & Carolynne) and the Lewis' (Clark & Kay) met up at GT-50 after separately visiting friends and relatives in the Midwest.



The GT was held at the Great Wolf Lodge, - almost a “Disneyland East” - with comfy accommodations that provided a fitting backdrop for a week of tech talks, chapter reunions and breathtaking self-guided drives around the beautiful Traverse City Peninsula with its rolling vineyards, lakeside views, and twisty roads tailor-made for MGs.



The heart of the celebration was the car show held on the lawn of the Village at Grand Traverse Commons, a set of historic buildings built in the late 1800s to serve as an asylum. Today this venue is a campus of restaurants, stores, coffee shops, offices, and other establishments. One of the GT-50 activities was a tour of repurposed and as-yet-to-be renovated historic asylum buildings.

After a bit of a rain delay, the sun shown on 125 MGs—more or less. The show included every flavor of MGA from Magnette to Twin Cams, with a few Ts, Bs, and Cs peppered in. Among the showstoppers: a rare 1931 D type, a white MkII MGA with racing pedigree dating back to its very first miles, and a survivor from the very first GT, lovingly unearthed and returned to the spotlight five decades later.



After a brief tango with rain clouds, sunshine bathed the field—and spirits were high as



MGA GT-50 (cont'd)

more than 200 attendees gathered for a banquet of awards and reminiscing at Great Wolf Lodge. A handful of the guests were part of that original event 50 years ago, adding a touch of nostalgia to an already poignant evening.



Looking ahead, the next GT is already generating buzz. In August 2026, the All Registers GT in Sandusky, Ohio promises a record-setting turnout, with as many as 800 MGs expected. Spearheading the coordination is Tony Burgess, a familiar face with a sterling track record for putting on spectacular shows.



P.S. Did you know the Paradise British Car Club traces its lineage back to a NAM-GAR chapter formed along California's Central Coast in 1986? A proud legacy in-

deed—proving that MGA passion isn't just enduring, it's thriving coast to coast.

Talley Farms Tour and Picnic (June)

By Graham & Gillian Wallis

Forty-one club members signed up to attend the PBCC event to Talley Farm, Biddle Park and drive along Old Californian country roads “like they used to be”. Nine cars congregated at the Madonna Inn and were ably led to Strother Park in Arroyo Grande by Maria and Dennis Sol. (Thank you and I’m sorry about the mistake in the directions.) Jim and Karen Bull drove directly from Santa Maria and Rhonda Cardinal joined Alice Addison to make their own way to Strother Park. The rest drove directly to meet the group at Strother or later to meet up at Biddle Park.

The first unscheduled surprise of the day: Strother Park was full at 10am with no parking spaces. I had called the week before to be told there should be plenty of room to meet. They omitted to tell me there was a volleyball tournament at the park every Saturday morning!!!

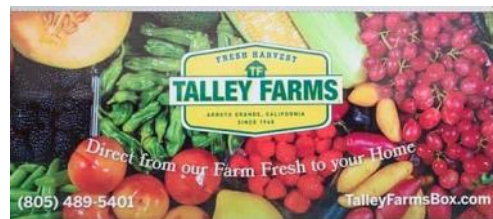
No harm, plenty of “illegal” parking and off to Talley Farm for our scheduled 10.30am tour. Plenty of parking there for our 14 British cars.

Andrea and her husband Randy were our incredibly knowledgeable guides at Talley. The tour lasted almost 90 mins and we heard why Talley is 100% organic, why it is best to buy Californian and what organic means in California (and less so from other countries and states). We heard why cooling lengthens the shelf life of fruit



is “organic farm boxes”. I think they said they now deliver 6000 of these boxes per week to subscribers. At the end of the tour, we were all given a sample bag of fruit and vegetables.

and vegetables and the difference between the fruit and vegetables sold by Supermarkets and the fruit and vegetables sold on farm stands and Farmers Markets. We learned that Talley grows 140 tons of green peppers each year. An expanding part of Talley’s business



Talley Farms Tour and Picnic (cont'd)



At noon, in a process more akin to herding cats, it was off to Biddle Park for lunch. Unfortunately two of our members had car problems and, although they made it to Biddle Park, they were not able to participate in the rest of our outing. Gilly, with the help of some members who went directly to Biddle, cleaned the tables, laid tablecloths and set our “Paradise British Car Club” sign to greet us as we arrived at the park.



Everyone brought their own picnic lunches—and what a feast some were. It was really great to see Sharon Pescatore and Pam Berto at the picnic looking so fit and well after their illnesses. And thank you to San Luis Obispo Parks and Recreation for the complementary use of Biddle Park.



Talley Farms Tour and Picnic (cont'd)

After an hour and a half of eating, inspecting the British cars, catching up with friends and commiserating with the member whose car “Failed to Proceed”, twelve British cars set off on the road to Huasna. The old stage-coach road unfortunately only goes as far as the Huasna school house so we then turned around and enjoyed almost vehicle free roads as we drove past century old homes back towards Arroyo Grande, passing an amazing fruit and egg stand on the way. If anyone wants to learn more about the history of the area look at <https://www.southcountyhistory.org/huasna.html>



To wind up a fun afternoon, the final stop was back at Strother Park, fortunately now almost empty, to enjoy drinks and Gilly's homemade shortbread.

A great day out, interesting presentation at Talley, time at Biddle amongst friends and a drive along peaceful backroads. Thanks to all of you who participated!

Car in A Barn—Part 2

A Study in Automotive Archeology

By Ken Palmer



First a recap. Readers may recall that part one was the saga of me and some stalwart friends dragging (literally) a 67 MBGT “barn find” out of a barn in Lompoc and on to a trailer. The dragging part was the result of a frozen left rear brake drum. Well, it was now in my garage and --like a Christmas toy under the tree--begging to be carefully “unwrapped” to see what surprises may be revealed. One encouraging note—as we slid it off the trailer, my long-suffering wife commented “Well, you have dragged home worse”.

First on the agenda was getting the thing mobile—which meant somehow freeing up the frozen brake drum. We had tried pounding on it in the barn—but I had a bigger hammer in the tool box at home soooo.... no luck! There was some head scratching—how about trying the torch, that might do the trick—hot iron expands, right? Well, maybe the drum expanded, but all that was “released” was a cloud of toxic smoke, the smell of overheated brake shoe and leaked rear end grease-- with zero wheel movement. Hmmmmmm. The brake drum was a write off, so it was time to apply “more power”. Out came the angle grinder with a cutting disc (actually several cutting discs). A piece at a time I chipped and pried off the brake drum. Surprisingly, there was no damage to the backing plate. The car now rolled.



The next step was to clean out the toxic interior. Remember, this thing had been sitting in a barn for 40 years. What else do you find in barns? Barn critters-- over the years whole generations of barn critters had taken up residence over in the MG. It was an especially inviting and comfortable home with three layers of carpeting stacked one upon the other. Even dressed in a make shift HAZMAT outfit I felt vulnerable! I stripped it to bare metal front to back---all of

the rodent bedding went into trash bags and into the garbage. Then I peeled off the HAZMAT suit and mask and---- Whoooooow. The thing still smelled like a ripe rodent latrine. Even after a top to bottom nook and cranny scrub with bleach, followed by lacquer thinner, the smell was only a bit diminished. It took months to really air it all out.

Pt 2—Car in A Barn (cont'd)



I went on to the more fun exploration, pulling the engine and trans and to see what I had. The car had been partly disassembled—a piece at a time over thirty years-- anticipating a restoration that never happened. As I sifted through the various boxes, the good news was that most everything was there.

The basic question became: Is this a car worth saving—or do I put an ad on Craigslist and let someone else enjoy a “Project”? The car showed only 68K miles, so it was time to pull the head and pan and have a quick look. The head would need the usual, but appeared to never have been off and was crack free. Bores showed no ridge, a tiny surface rust spot on #3 which 400 grit sand paper cleaned up nicely. Bearings had no visible wear or scarring-- clearances to factory specs. Likewise the trans showed no wear even on the brass synchro dogs. All good.

Time for the moment of truth—the body. This is a make-or-break deal for me on an MGB. First once over: It had no sign of rust save a little sliver in the bottom of the right front fender, and the jack point on the left side had hit something and was twisted. It obviously had some close encounter in the front as it had a replacement steel hood and you could see a little crinkle in the radiator duct panel, so I started there. The left front corner was suspect --hummmmmmm—seemed to be plenty of undercoating in the corner of the nose—fender seemed fine. I peeled off the undercoating with a heat gun, and---oh goodness—I thought I had seen everything when it comes to what could be covered up with Bondo and undercoating. I was wrong! Putting 2 and 2 together it was obvious the left front fender was a cousin to the replacement hood. What remained was a mess well beyond straightening and more artful Bondo. The moment of truth—to keep the car or not? I’d sleep on it.



Through a friend I found a guy in Oregon who could chop a replacement corner off a junker if I wanted it. After looking, measuring and looking some more I decided to approach it as a challenge and see what I could do. It was more extensive body work than I had experience with but my investment was small so, sure, I’d give it a try. After all this was a “Project” (now with a capital “P”). Let the “restoration” begin.

Part 3 of “The Car in a Barn” to follow.

The Triumph Stag

By Jeff Brown and Michael Link



The Triumph Stag was a British Sports Tourer produced worldwide from 1970 to 1977 and from 1971 to 1973 for the North American version, with a Mk II variant introduced in 1973.



The Stag was designed by Giovanni Michelotti of Turin, Italy; known and respected in his time for having designed for Ferrari, Fiat, Alpha Romeo, and BMW. Michelotti had a relationship with Triumph already, having designed other Triumph models like the Spitfire, the Herald, the GT6, the TR4, and several non-sports models of Triumphs. Mr. Michelotti approached Triumph's Board of Directors and asked them to give him a Triumph 2000 (station wagon, or "Estate" as the Brits call them) that he could use to develop a new car design of his own without any outside influence. The result of his creative effort was the Triumph Stag.

Among standout gems of British classics owned by PBCC members lies a rare and elegant machine that turns heads wherever it goes—the Triumph Stag. Produced in limited numbers and even more rarely spotted on the open road, the Stag is a striking blend of style, innovation, and Grand Touring ambition. This article takes a closer look at this unique vehicle. Even better, see it up close at an upcoming PBCC event as Michael Link often drives his beautifully restored example . . .



This sleek convertible was designed to compete at the level of the Mercedes-Benz SL class, offering a blend of luxury and performance to capture the hearts of sports car enthusiasts. Quality was used in all the fittings and materials to provide an upscale look and feel.



The Triumph Stag (cont'd)



The Triumph Stag was produced with a 3 Liter overhead cam V8 engine, four-wheel independent suspension, power brakes, power assisted rack and pinion steering, air conditioning, electric windows, tilt and telescoping steering column, seat height and angle adjustment, even intermittent wipers. The concept was that everything would be included, without need for optional extras.

The V8 engine was unique to the Stag, developed in-house by Triumph as a part of the company's program to develop a modern engine. In stock form it produced 145 horsepower with 166 lb-ft of torque. The Triumph V8 is known for its smoothness, torquey output, and lovely sound.

The Stag offered several transmission choices; a Borg-Warner 3-speed automatic, a manual 4-speed, or a manual 4-speed with electric overdrive resulting in 6 speeds. The Stag's top speed was 129 mph with the overdrive transmission, 115 with the automatic transmission.



All Stags have a back seat, a built-in roll bar, and a soft top. There is a removable factory steel hardtop with pop-out quarter windows and an electric defroster in the rear window, which was standard for North America but offered as an option in non-US markets. For the earlier 1971 and 1972 production models known as the Mark 1 Stag, wire wheels were used for the US and were optional for rest-of-world. As the company

began production of the Mark II Stag in late January 1973, Triumph introduced model-specific alloy wheels as standard equipment for the U.S. Market.

The Triumph Stag (cont'd)

Despite its many virtues, the Triumph Stag faced several challenges. Most related to the engine, causing it to suffer from reliability problems and tarnishing the car's reputation. These issues were addressed, however, and the Mark II proved to be much more reliable. Another challenge the Stag faced was timing—amid the oil crises, consumers grew increasingly concerned about fuel economy, and its 15–16 mpg V8 didn't do it any favors.

Other Interesting facts about the Triumph Stag:

- 25,877 Stags were produced, with 2,871 of those exported to North America.
- The Stag is much loved in the UK.
- The Triumph Stag is a Bond car, driven by Sean Connery as James Bond in "Diamonds Are Forever." Because of the movie producer's relationship with Aston Martin, it was required that the Stag's beautiful exhaust note be dubbed over with that of a four-cylinder engine.
- The Triumph Stag has had several notable owners, including Frank Sinatra and Paul Newman, Kelsey Grammer currently owns a Stag. The Stag has also been featured in many British movies and TV shows.
- A Concours example will typically cost around \$30-35,000 with a good daily driver around \$20-25,000.



The American Rolls Royce

By Clark Lewis

On a recent trip to Michigan, Kay and I realized the Gilmore Museum was only a short drive away from our destination of Grand Rapids. I had heard of the Gilmore and knew it was a highly respected car museum so we decided to see what it was all about. It was definitely worth the stop!

The Gilmore is the largest automobile museum in North America, spanning a 90-acre campus with over 400 vintage and collector vehicles on display. The main museum collection is housed in a recreated turn of the century factory building and the grounds feature numerous restored historic buildings including a fully-functioning 1941 diner, a train depot from the 1890's and a recreated 1930s Shell gas station. The Gilmore is also home to six onsite Partner Museums, each housed in recreated vintage dealership buildings built from original blueprints;

*Cadillac & LaSalle Club Museum
Classic Car Club of America Museum
H.H. Franklin Club Museum
Lincoln Motor Car Heritage Museum
Model A Ford Museum
Pierce-Arrow Museum*



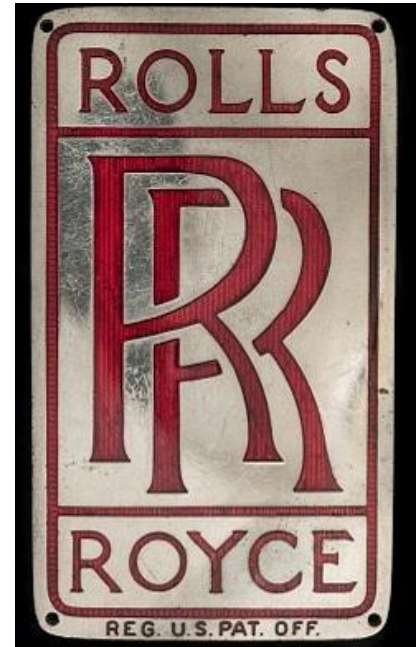
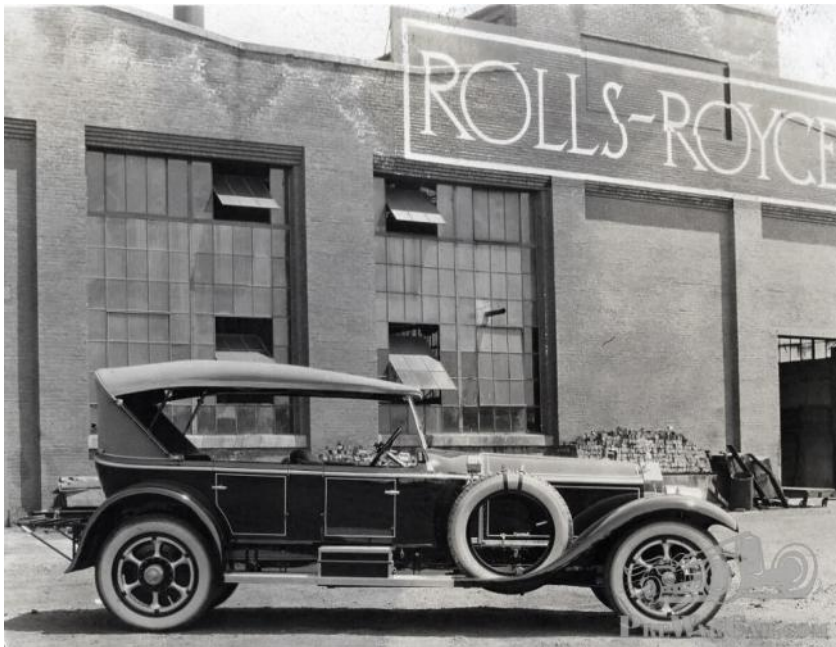
I wasn't expecting to see anything British in this large collection of American automobiles but what caught my attention was the exhibit of an American Rolls Royce. Museum Founder Donald Gilmore and Walt Disney were close friends and Disney visited the Gilmore's collection in the 1960s. Walt then went on to gift the 1930 Rolls-Royce and an over-sized movie prop set used in the making of the Disney Classic, ["The Gnome-Mobile,"](#) to the Gilmore collection .



I soon learned about a chapter in Rolls-Royce history that I knew nothing about. While the marque is synonymous with stately British motoring, its American journey began over a century ago.

The American Rolls Royce (cont'd)

Following WWI, the first Rolls-Royce arrived in the U.S. in October 1919. Two years later, in 1921, Rolls-Royce was experiencing a three year backlog of orders and announced the opening of an American manufacturing facility in Springfield, Massachusetts. The goal? To bring the Silver Ghost to the New World, tailored to the tastes of American elites. Over the next decade, more than 1,700 cars were produced in Springfield, each a blend of British engineering and American coachbuilding flair. These “Springfield Rolls-Royces” were often bodied by local coachbuilders and all that remain are highly collectible.



The Great Depression and shifting market dynamics led to the closure of the Springfield plant in 1931. The venerable Rolls-Royce ended its manufacturing



Born in the USA

in the U.S. but its prestige and desirability remained worldwide. The Rolls Royce presence in America has never faded. I now have an appreciation of how Rolls-Royce carved out a uniquely American legacy. It's a story about car manufacturing in the roaring 20's, as well as a

story of British automotive craftsmanship and aspiration. Even across the pond, the Spirit of Ecstasy continues to soar today.



Missing Person??

By Jim Bull

A man made a missing person report to his local police department. Here is a transcription of the report:

OFFICER: How may I help you sir?

MAN: My wife left home to run a 20 minute errand and she's been gone ten hours now. She left her cell phone here so I can't reach her. I want to make a missing person report. I'm very worried.

OFFICER: Of course. We'll do our best to help. What is your wife's name?

MAN: Mary Mc Coy.

OFFICER: What is her middle name?

MAN: I think it is June, but maybe Jane. I can't remember.

OFFICER: What is her date of birth?

MAN: I'm not sure. I think she's in her late forties, maybe 48 or 49.

OFFICER: What is her height?

MAN: Not sure. She comes up to my nose and I'm 6' 1".

OFFICER: What is her weight?

MAN: I don't know about that either. She's not really skinny but not too heavy either.

OFFICER: Hair color?

MAN: She changes her hair color 2-3 times a year. I think her hair now is light brown.

OFFICER: Eye color?

MAN: Well, I know her eyes are not blue or green. Probably brown or maybe hazel.

OFFICER: Clothing description?

MAN: I didn't really notice when she left. Maybe jeans, pants, or shorts.

OFFICER: Did she leave on foot, a bike, in a car?

MAN: She left in my recently restored MGB. Just completed the restoration on the 23rd of last month. I don't usually let her drive it. I'm really worried.

OFFICER: Please describe the car.

MAN: Yes, it's a 1966 MGB roadster. Original 1800cc, well, actually, 1798cc engine. It has the original British Motor Corporation factory color. That's a Ditzler Paint Code #43342, called British Racing Green. The car has Dunlop chrome wire wheels, 60 spoke, size 14" x 4.5. with 165 x 14" tires. The interior has a Moss leather upholstery seat kit with white piping. It also has a deluxe Moss carpet set with moulded transmission tunnel. It has a set of ultra plus floor mats with red MG logo. It has a Moto Lita brand wood grained rim steering wheel with three polished aluminum spokes. Also, the radio is a replica vintage style new Europa model radio made by Retrosound. The car has a set of Lucas style P700 tripod headlights. The engine bay's freshly done with new HS4 SU twin carbs with chrome dash pot covers and an aluminum finned valve cover with MG logo. There are a set of K & N air filters with a black cast iron cover. It has an upgraded seven blade cooling fan and a Mishimoto brand aluminum high capacity radiator. Finally, it has a Tourist Trophy stainless exhaust system and stainless steel gas tank. The license plate is MGB FUN.

OFFICER: This detailed information will be very helpful and our entire force will be looking for your car. Oh, and your wife, of course.

MAN: Oh, thank you. Be sure to call me right away if you get any leads on the car, or my wife.

OFFICER: Will do.

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**Bits & Pieces . . .****MGB For Sale:**

Marty Hawke recently came across a 1967 MGB for sale by owner in Arroyo Grande.. The car has apparently gone through multiple full restorations and is immaculate, better than new. The owner is asking \$25K and the price is negotiable. Marty has seen the car and feels it is worth the asking price.

If interested, please contact Stsve, at 909-912-4492.

**Miscellaneous For Sale:**

Black rubber floor mats (2) for MGB 1962-1967: \$15

Moss #241-840 New: \$44.99

New K & N oil filter in box: for MGB 1976-1980: \$15

Moss #235-826 New: \$24.99 plus tax and shipping

MGB 1975-80 Battery storage box for MBG 1975-80: \$25

Store items or house battery. Moss #241-050 New: \$57.99

MGB jacks:

One early model painted burgundy: 1962-? Not available at Moss. **\$50**

One late model, like new: Moss part #386-920 painted black: **\$50**

Moss sells this new for \$239.99

Early MGB Exhaust manifold: \$50 Not available from Moss for at least 15 years. Much more costly to have a welding shop repair a crack for you!

Sixteen CHROME lug nuts for MGB Ro-style wheel: \$50

Moss #264-505 @ \$6.69 ea. is \$107.04 total plus tax and shipping.

Call JIM at (805) 878-3615 for these and other MGB parts.

DIY paint booth: \$80 Three sided and roof sections of plastic pipe. Wrap in plastic and this will create a paint booth. Parts cost \$160.00.



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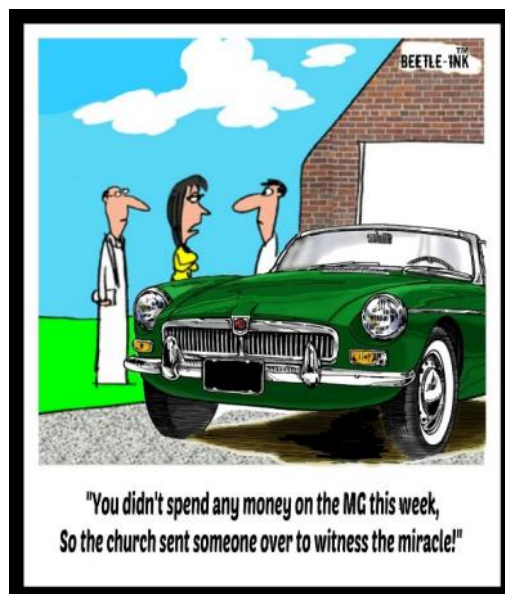
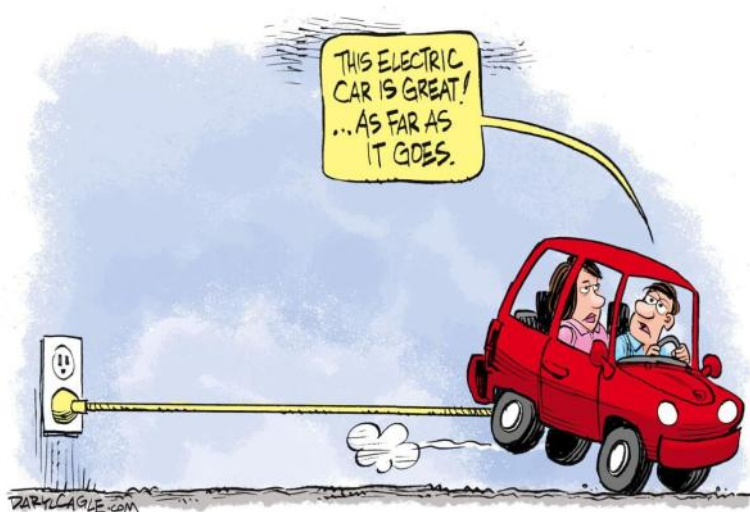
How To Enjoy Retirement ...



An older couple traveling in a classic convertible MG automobile on a two-lane rural highway. (Don and Melinda Crawford/UCG/Universal Images Group via Getty Images)

Q: What do you call an MG Midget with dual exhaust?

A: A wheelbarrow



"You didn't spend any money on the MG this week,
So the church sent someone over to witness the miracle!"