



March 2025

Bonnet to Boot

PBCC OFFICIAL NEWSLETTER

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Bonnet to Boot Bits . . .

Welcome to this first edition of the Paradise British Car Club newsletter in 2025! And what a year so far for the club . . .

It all started in **January** with the Annual PBCC All-Member Meeting. From the shining lineup of member cars to the luncheon and the casual rollout of plans for this year, it was another enjoyable club outing to kick things off.

In **February**, members gathered at British Sports Cars in SLO for an engaging tech session by the professionals. What better way to get tuned up and inspired for the year ahead?

The Ides of **March** brought PBCC members together on a drive to the Guadalupe Dunes Center where we engaged in a fascinating and educational docent led experience. This was truly an adventure you'll definitely want to read about if you were unable to attend.

Read about these and more as our collective journey continues in the following pages. This edition has articles for everyone with club events, member shared technical challenges, member ads, British Automotive Trivia and maybe even some British humor or humour (maybe)!

As you dive into this edition, please keep in mind that your participation in PBCC is what makes us so successful. We look forward to the fun, camaraderie, and more memorable events as we all share our passion for British Cars throughout 2025.

Cheers and happy motoring!

Clark

PS: British automotive just kicked off the Formula 1 racing season with a first place victory by McLaren. Go Brits!

MEET THE BOARD 2025

STEVE KENNEDY: CHAIR



Carol and I first joined PBCC in 1999 after purchasing our E-Type (which we later sold). We remained members for several years and rejoined the club in 2020 after purchasing our 1962 MGA. Since then, we have added a 1971 Lotus Elan and a 2013 Morgan 3 Wheeler. Over the years we have enjoyed the comradery with club members. For a person like me, who came late to the car hobby, members of the club have also been a great source of knowledge as I have slowly learned how to maintain these marvelous cars.

I have several goals for the club for the coming year. First, and most important, is that all members have fun. I hope they will participate in many club events and that they will enjoy the friendship of the other club members. In the background, the board will be working on several essential pieces of business: planning events under Jeff and Beverly's leadership, working to firm up our relationship with marque registries, growing our membership (particularly with an eye toward attracting young members), and updating the format of our digitized records.

I plan to enjoy driving my little British cars with the members of PBCC.

GRAHAM WALLIS: VICE-CHAIR



Old cars and motor racing are in my blood. My grandfather was a riding mechanic at Brooklands (Indianapolis was designed based on the Brooklands track) and there has never been a time, since I was 16, when I did not have a pre war car. Too many cars to name but Austin 7's, MG's, Singer's and Lagonda's have been prominent. I raced prewar and open wheel cars for over 60 years. Only retiring when I was 78.

My passion has always been British and small French cars and I still have an MG, Sunbeam, Mini and a LeZebre (but as this is French we'll skip it!!) I only recently sold my Lagonda which I raced for over 40 years.

Gillian and I joined the PBCC about 10 years ago but weren't active until 4 years or so ago when racing started to take a back seat. We are avid old car users, we don't believe they should be stored in a garage for high days and holidays. They are there to be used. And if we aren't in an old British car we are in a newer British car, the Mini.

JEFF AND BEVERLY BROWN: EVENT CO-CHAIRS



BEV: I'm excited to experience and help facilitate the very creative and fun ideas for outings and events our club members have offered. Keep them coming...and start your engines!

JEFF: We want to provide fun, interesting events where club members can drive their cars and experience camaraderie and fellowship.

CHERYL SMITH: SECRETARY-TREASURER



Hi – I'm Cheryl Smith, your current Club Secretary/Treasurer. This will be my second year in this position for PBCC. I am the lady who is always asking you for \$'s at our Club events! I am also the person to contact if you need a name badge, the Club now makes them 'in-house'.

My husband, Keith, and I have been Club members since the mid-1990's. We own a 1960 Austin Healey 'Bug-Eye' Sprite (bright yellow) and a 1959 Morris Minor Traveller (Gumby Green). You may have also seen the Teardrop Trailer Keith built to match our Traveller. We are looking forward to using our little trailer pulled by the Traveller for many camping trips in the years to come. We also look forward to seeing you at our monthly outings and enjoying the fun together with our British cars on the road!

MEET THE BOARD

(Continued)

CAROLYNNE PALMER: MEMBERSHIP



My husband and I currently have three British cars, a black MG TD, a black MGA and a red MGB GT that Ken is restoring. We have always had at least one British car, beginning with Ken's first car that he purchased while in college. It was an MGA.

I've been a member of the club since 1986 when my husband, Lorin and Louisa Cuthbert and a few others decided to form a club for MGA owners.

As membership chair, I'll be collecting dues, keeping a membership list and providing board members with a roster of our club members. Of course, I'll also be on the lookout for new members!

CLARK LEWIS: NEWSLETTER AND WEBSITE



Kay and I started our British car adventures shortly after we were married. Our first car purchase as newlyweds was a 1967 MGB costing all of \$800. We repainted it after it was rear-ended and eventually sold it for \$1200 prior to a household move. A few years later, after a stint with a Chevy Vega GT, we found ourselves back in an LBC with a 1965 TR4A IRS. We had a lot of fun in that Triumph but jobs, kids and several more moves eventually took precedence requiring more practical modes of transportation. In 2009, on a whim, we picked up a 1960 MGA on E-Bay as a father-son project car. Restoring the MGA was a very educational and rewarding experience that resulted in the car we still enjoy today..

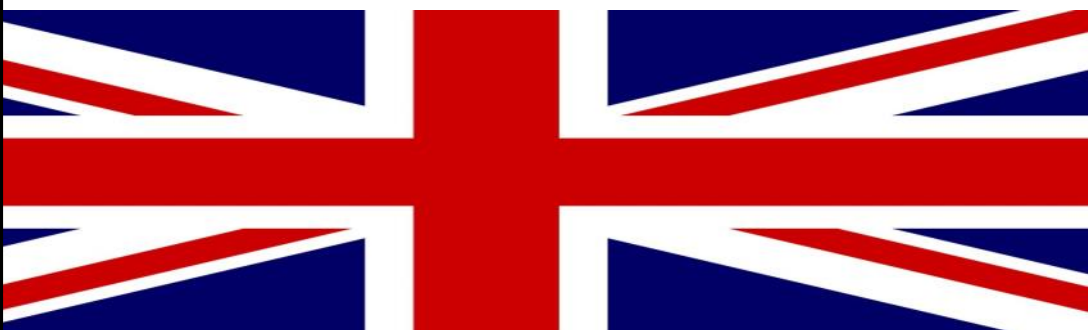
My goal this year is to continue improving both the PBCC newsletter and the website. Your inputs and suggestions on either of those are always welcome. Kay and I both look forward to our club events and the ongoing adventures of PBCC.

RICH PESCATORE: MEMBER-AT-LARGE



A few words about me:

Jeff Brown made me do it. I had never had a British car (nor was I looking for one) until Jeff convinced me to buy a 1960 Rolls Royce Silver Cloud (think Gray Poupon). That was six or seven years ago, at which time I joined the PBCC. Since then, I have had a 1937 RR Limousine, and now have a 2015 Bentley GTC. I have truly enjoyed my time with the club and enjoy your varied cars and appreciate the camaraderie.



Upcoming 2025 PBCC Outings

Details are sent to members via email prior to each outing

- April 5** Mystery Rally led by Jim Bull
- April 26** Vintage Sidecar Rendezvous and British Car Show –
Paso Robles
- May TBA** Tour of Scott Grundfor Restoration Shop –
Arroyo Grande
- June TBA** Car Collection at Center of Effort Winery and lunch—
Arroyo Grande
-

Events of Interest (*not hosted or sponsored by PBCC*)

- April 12** Great British Swap Meet—Lake Forest
<https://tinyurl.com/37hj6ztv>
- April 13** Queens English—Van Nuys
- May 18** All British Motoring Show and Swap Meet—Dixon
- June 7** Jaguar Owners Club of LA Concours d'Elegance—
Huntington Beach
- June TBA** MOGWEST 2025
-

Our calendar of official club events for 2025 is filling fast but we're still looking for 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**

Have you been contemplating doing something fun in your British car and would like company? If so, there are probably members who would like to join you. Bev and Jeff can also get a notice out to other PBCC members to coordinate with you for a special outing.

THANKS!



The “Mystery Rally” for Saturday, April 5th is now revealed as...

The “Official Celebration of April Fools Day Rally Unofficially Celebrated on Saturday, April 5th”!

The rally is promised to be a simple and fun country drive with some interesting things to find along the way along with the discovery of some famous fools from history!!

San Luis Obispo cars meet at 8:45 A.M. at the entrance to The Madonna Inn with departure at 9:00 A.M. sharp, and arrival at The Bull’s residence by 10:00 A.M. Their address will be sent in a separate RSVP email invitation. Reply to Jeff and Beverly Brown.

Please use your computer app to obtain driving directions to the host and rally start location or telephone Jim and Karen for directions. Their telephone number is provided in the RSVP invitation.

Southern S.L.O. county cars and Santa Maria area cars should meet at the host location by 10:00 A.M. Coffee, tea, and juice will be served. The April Fools Unofficial Rally will start by 10:30 A.M. and last about an hour.

What to Bring: A clip board, pen or pencil and a picnic lunch and drinks for you to enjoy. Also, feel free to bring a few brownies, cookies, chips or something healthy such as carrot sticks, celery, or grapes to share with the group.

The rally will end at a beautiful and scenic location for a group picnic and sociable chit chat. Ending time should be sometime a little after 1:00 P.M.



NEW LOCAL EVENT! Trilogy Cars and Coffee - NIPOMO



Saturday 1st March was the first of a planned monthly Cars and Coffee at Trilogy in Nipomo, held in the same location as the Trilogy Automotive Classic Car Show this past September. Organized by PBCC member Bob Bishop, this first cars and coffee event was well attended with about 20 cars, including 2 British.

Bob had told all his friends “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 - Purchase your coffee, pastries and breakfast burritos at The MarketPlace. No Registration Required. The event will be held on the first Saturday every month.

**Next gathering Saturday, April 5, 8am-9am
Parking Lot by the Tennis Courts**

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



PBCC Annual Meeting at Pismo Coast Village (March)

By Cheryl Smith & Clark Lewis



It was a beautiful day as forty-five members of the Club gathered at the Pismo Coast Village RV Resort for our annual membership meeting and luncheon. This was the second year for our event at this venue which, once again, proved to be an excellent location for our cars and club members. The RV resort reserved a parking area along the entrance for our cars to be showcased and viewed by all visitors to the park. After a brief tire-kicking session, members came to the clubhouse for lunch and the meeting.



Annual Meeting (cont'd)



Jeff Brown began the meeting with a gracious and humorous welcome to all before introducing the current Board members of PBCC.



Jeff then described currently scheduled upcoming events for 2025, including a brief discussion of the upcoming Tech Session at British Sports Cars (see this month's article on the February outing). Jeff solicited ideas from the General Membership on suggestions for future events. Ideas were wide ranging and will be considered by Jeff and Beverly, the new events coordinators, to flesh out this year's schedule.



Cheryl Smith gave the treasurer's report showing our dues along with a donation from GOF and nominal income from apparel sales and events are keeping the club in good financial health. Major expenses for the year included website maintenance and a club donation to the Maritime Museum in Morro Bay. Our initiative this year to provide PBCC Name Badges to all new members (and current members by request) resulted in another significant expense.

Annual Meeting (cont'd)

Entertainment them came in the form of startling recording of a supposed 911 call about a recent break-in at Ken and Carolynne Palmer's house. The thieves were apparently in the process of making off with Ken's MG. The incident turned out to be a spoof and club members enjoyed the satirical interaction between the 911 operator (Rhonda Cardinal) and a (somewhat) panicked Ken Palmer.

Most Excellent
Order of the British Empire



Steve Kennedy wrapped up the pre-luncheon activities by highlighting an extraordinary British honor bestowed upon one of our PBCC members. Dr Anthony Freeman, will receive Great Britain's highest civilian honor short of knighthood for services to UK/US Relations in Space and Earth Science. He will travel back to the United Kingdom sometime this year or next to formerly receive the honor from King Charles. Quite an honor!



PBCC membership then enjoyed a delicious Greek lunch served by Mario of the Rock N Roll Diner in Oceano as he took a break from business to join our gathering and visit with us. Mario has been very accommodating to the club and was instrumental in securing the Pismo Village Resort Grill for our meeting. Following lunch, elections were held and the new board was installed.



Clark Lewis then led the final portion of the meeting which was to bestow the annual service award of the Club, the prestigious DSM REE MAE trophy. Jim Bull provided a brief history of the award and then announced the 2024 recipient as Graham Wallis in recognition of his outstanding service to the club. Graham contributed tremendously to the success of our club events and other activities this past year. Well deserved and Graham was appropriately "gobsmacked".

And that was it! Another year in the books and the annual club meeting was adjourned.

PBCC Bought a Brick!

Last September, the Paradise British Car Club enjoyed a very pleasant and education outing to Morro Bay. Organized by Rich Pescatore, club members boarded the riverboat *Chablis* for a wonderful luncheon cruise in the bay followed by a fascinating docent-led tour of the Morro Bay Maritime Museum. Subsequent to that outing, Jeff Brown asked the Board to consider 'buying a brick' for the Maritime Museum as part of a fundraiser for their operations, exhibits, and to help fund a new building. The Paradise British Car Club has made several visits to the Maritime Museum in the past and docents have opened and staffed the Museum for our club at no cost to us on days they were normally closed. The PBCC board passed a motion to purchase a brick that highlights our ongoing support as sponsors of the Morro Bay Maritime Museum. Everyone is encouraged to visit this local treasure, particularly if you have not been there previously.

<https://morrobaymaritime.org>



A "ROYAL" WEDDING

Of Distinguished PBCC Members

By Clark Lewis



Madonna Inn is known for hosting some spectacular events and one of the most engaging of the new year was the wedding of two illustrious members of PBCC. Beverly Hackleman and Jeff Brown



They tied the knot on January 19 in a ceremony befitting any royal couple, particularly any this side of "the pond". With their floral adorned Rolls Royce Silver Dawn prominently on display at the iconic location, Bev and Jeff exchanged vows in front of an eclectic mix of friends and family. The bride entered to a kazoo chorus in a stunning wedding dress matched only by the splendor of the groom's top hat and tails.

There were smiles and well-wishes all around for the happy couple!



Tech Session at British Sports Cars (February)

By Mark Rosenthal and Cathy Fraser

On February 8th, members of the Paradise British Car Club gathered at British Sports Cars in San Luis Obispo to tour the showroom and attend a Tech Session. Thanks to prior arrangements by Peter Jurgens, owner and founder of British Sports Cars, close to a dozen cars from PBCC lined up in the Wells Fargo parking lot on Marsh Street just across from British Sports Cars.



We gathered in the show room, admired the nice shiny assembly of British cars - - along with a few other “foreigners” - - for sale and wandered around a bit in the repair shop marveling at the variety of cars. Peter hosted the Shop tour and Justin (Peter’s son) called the Tech Session Class to order. Justin skillfully led a discussion of British car “things mechanical” covering issues, diagnoses and fixes. The ins and outs of fuel systems and ignition were explored along with a deep dive into the SU and Stromberg

carburetors found on many marques of British cars. The Tech Session lasted about 45 minutes and included the operation and repair of sliding valve and fixed venturi style carburetors. Several members who work on their own cars asked questions and added comments to the discussion. After the Tech Session we were invited to tour the cars being repaired in the shop including some owned by PBCC members. Peter also gave some history on the shop itself, the age of the building and the commercial growth that has occurred around the building. It was noted that some members (gender not inferred) passed on the technical deep dive and enjoyed a little quick shopping in downtown SLO.



Tech Session at British Sports Cars (cont'd)



Following the tour and Tech Session, PBCC members were offered British Bull Dog T-shirts as a memento of our visit. PBCC members who were not able to attend were definitely missed.

Shoppers and tire kickers gathered back in the parking area for the short drive to Brooks Burgers for more socializing and great selection of burgers. A few folks who couldn't make

it earlier also joined expanding our group to 25+. Overall this was a very nice outing with a wonderful lunch and beautiful weather!



SoCal Morris Meet

By Keith Smith



Cheryl and I attended the first West Coast meeting of the Morris Minor Registry on Feb. 22, 2025. The get-together was organized by Steve Christiansen, owner of Ol' Phartz Parts, a Morris Minor parts distributor. The event was held in Sierra Madre and included a car gathering of about 25 Morris Minors in a parking lot, a brunch, and then a drive through the downtown shopping areas around the San Gabriel Valley area.

Lots of fun talking with all of the Morris owners and hearing their unique stories as well as seeing more Morris Minors in one place than I can remember.



Guadalupe Dunes Center (March)

Or Beware the Ides of March

By Jim Bull

After three days of rain the clouds parted for a nice sunny day on Saturday, March 15th, as members of the Paradise British Car Club gathered for a country drive to the Guadalupe Dunes. This event was planned by our Event Chair, Jeff Brown, and his talented wife Beverly. The northern group left San Luis Obispo, while the southern group left Orcutt, almost arriving at the same time.



Unfortunately, we found Tom and Carla Chapple by the roadside with the hood, or rather bonnet, of their MGA raised. Tom announced it was a coil which had failed and the Palmers were there with them. Ken drove into town and returned with a new coil and they met the group at our next stop in the tour. Thank you, Ken and Carolynne!



Guadalupe Dunes Center (cont'd)



Once at the oceanside Dune's parking area we were presented with beautiful handcrafted gold leaf head wreaths, made by Beverly.



What was this interesting symbolism? Well, March the 15th is a fascinating historical date! In 44 B.C. Julius Caesar was assassinated on March 15th by a group of Roman senators fearful that he was about to proclaim himself emperor for life and establish a kingship lineage which would have destroyed the Roman Republic form of government.

In Shakespeare's play "Julius Caesar" a soothsayer warns Caesar to "Beware the Ides of March". Since that time, for over 2000 years, March 15th has come to represent a date of doom or bad luck.



Well, we all had the chance to be an emperor or empress of sorts for the day without any assassination attempts, but two of our cars did have mechanical trouble, which is actually rare for our group. Perhaps there is something to the Ides of March! Besides the Chapples, Steve and Carol's Lotus Elan had a tailpipe joint fail, apparently due to low clearance on a speed bump or something, but

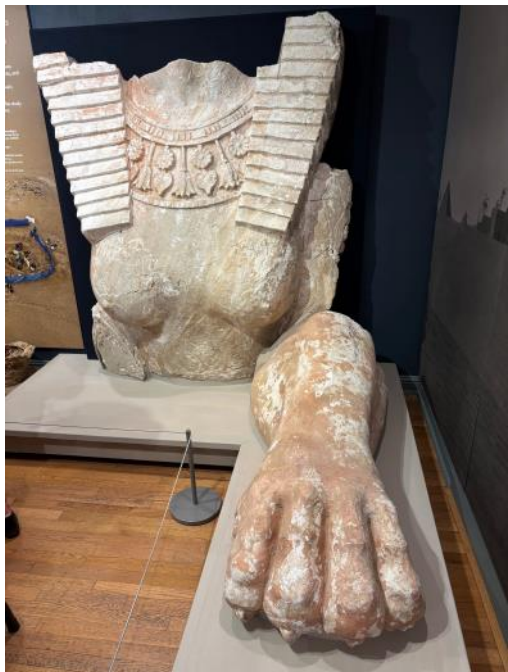
Guadalupe Dunes Center (cont'd)



amazingly they used the wire from their laurel wreaths to tie it back together somewhat! Hail Caesar!



Following our drive to the Dunes area, we drove to The Dunes Center in Guadalupe, operated by the non-profit Nature Conservancy. Docents showed us a video about the production of the Ten Commandments movie with film from the original movie, as well as a documentary of the search for the movie set decades later and the attempt to locate artifacts from the set buried in the sands. On display were a paw from a sphinx, the large face of a pharaoh, and other items found during the excavation in the sands. Not exactly an excavation in the Valley the Kings, or of the pyramids, but still interesting.



Guadalupe Dunes Center (cont'd)

The docents provided interesting information about the Dunes. Their collection of sand sample jars from areas all over the globe was another interesting demonstration of geological facts. Black sand is volcanic, red sand indicates the presence of iron, white sand represents quartz, etc. There were literally dozens of different sand colors on display. Sand is not just sand! Additional information about our visit to the Dunes and the Dunes Center is contained in an accompanying article in our newsletter explaining the local history of the Dunes and its significance.



Several additional members joined us at the Dunes Center before we left for another country drive to our restaurant luncheon location in Nipomo where a few others were waiting. Rancho Nipomo serves a variety of delicious sandwiches, Mexican food, and bar-b-que items. We really enjoyed our time visiting and everyone had a good time in their covered outdoor eating area.



We had at least 15 British classic cars and an equal number of non-British cars in total, with well over 40 people present. In discussions why folks had not driven their British cars it was discovered that a classic Rolls has waiting for an exhaust manifold, a 50's Sunbeam had an oil pan gasket leak, a Triumph Stag was "down" for maintenance, etc. We actually had a higher ratio of non-British cars to this event than we have had in a very long time. Perhaps there is something to this business about "Beware the Ides of March"!

Never the less, it was a great day, with a great turn out of members, and everyone had a great time.

See you all for our Unofficial April Fool's Rally, held Officially on Saturday, April 5th. This is a fun country drive with driving directions and a bring it yourself picnic lunch in a rural park setting. We'll look for some FOOLS along the way! See you then.

WHAT YOU ALWAYS WANTED TO KNOW ABOUT THE GUADALUPE-NIPOMO DUNES BUT WERE AFRAID TO ASK!

By Jim Bull

After our PBCC visit to the Guadalupe Dunes area on March 5th, along with a visit to the Dunes Center Museum, here are a few more interesting facts you may wish to know.

According to Google and the website for The Nature Conservancy, the Guadalupe-Nipomo coastal dunes are "The longest coastal dune system ON EARTH!" While the tallest sand dune is in Argentina and there are many dune systems in inland deserts, including in California, the Guadalupe Dunes area is the largest dune area on the planet. Bet you didn't know that, did you?

This area consists of a stretch coastline 18 miles long in southern S.L.O county and northern Santa Barbara counties. A major portion has been kept free of beach front homes and tourist coffee shops to preserve the area for the benefit surf fishers, hikers, and visitors. Rare flora and fauna, such as the flat leafed spectacle pod plant and the snowy plover bird species, as well as elephant seals inhabit this area. (Tell your friends and neighbors you saw the flat leafed speckle pod plant recently and they will be very impressed!)

Supposedly, depending upon sand and wind movements there's a line where the adjoining counties meet! Is it painted on the sand?

The Dunes are owned by a combination of state, federal, and county government entities, plus non profit environmental groups and private individuals and for profit companies. These entities include the State Park system, the U.S. Fish and Wildlife, The Land Conservancy of S.L.O. Co., and the Gordon Sand Company.

Pardon my sense of humor here, but that's America for you—lots of tiers of government working together or against each other, creating lots of regulations and laws, along with capitalism, all for the "good" of our citizens.

On Sept. 2, 1769 the Spanish explorer Don Gaspar de Portola, with his expedition, camped in this area and shot a very skinny bear for dinner. The area known in Spanish as Oso Flaco literally means "skinny bear" and the fresh water lake next to the dunes and the ocean just north of

Guadalupe in southern San Luis Obispo county still has this name. We visited this area on a previous monthly outing with the Paradise British Car Club.

From the 1920's to the 1940's the Dunes became a camp ground for a variety of "hermits, mystics, writers, artists, and nudists" This, according to local historians.

Were these folks the equivalent of modern day hippies or homeless people or are we now giving them the benefit of more intellectual pursuits?

You might consider yourself as one of the above mentioned groups, but we would certainly spot your category right away if you were the last one mentioned!

The area became popular for the production of movies beginning in the silent film era and continuing into the present.

In 1921, a movie called *The Sheik*, with Rudolph Valentino was filmed at the Guadalupe Dunes.

In 1923 the Cecil B. De Mille epic *The Ten Commandments* was filmed at the Dunes. It was the largest film set ever constructed to date and employed more than 3,000 "extras". A documentary film about the movie was shown to our group at the Dunes Center and the film included local extras, all very senior citizens, who, at the time of the documentary in the 1990's, explained interesting facts regarding their participation in the film. These facts included having 7,500 sandwiches prepared and 400 gallons of coffee for the cast lunch each day during filming.

In 1930 the *Son of the Sheik* was filmed at the Dunes, along with another movie called *Morocco*.

In 2003, a movie called *Hidalgo*, starring Vigo Mortensen, was made at the Dunes. It was about a cowboy who travelled with his horse to Saudi Arabia to enter a horse race for a huge monetary prize. Little did movie goers know that the film crew never left California.

A few years ago the Walt Disney Co. made a series of films called *The Pirates of the Caribbean*. Captain Jack Sparrow's pirate ship, *The Black Pearl*, was anchored for three days in the water just off the point to the north of the Dunes parking area. The water was colorized after filming to have an aqua colored tint to simulate the waters of the Caribbean!

A movie called *Day 37* was filmed at the Dunes in 2003.

In 2019 the singer Beyonce made a music video called *Black is King* at the Dunes.

In the 1980's talk was going around Santa Maria about an "archeological expedition" to the Dunes to discover the movie set, which, according to local legend had been buried in the Dunes after filming to save the cost of removing it.

Actually, De Mille had bull dozers crush the set and did so in violation of his contract with the Union Sugar Company (or was it the Union Oil Company?) to "remove the set" from the dunes.

In reality the set was constructed of plaster over wood 2 x 4 framing. Nothing which could have been expected to last for over 60 years at that time. So, the expedition was somewhat of a bust but still, there were some interesting "Egyptian artifacts" recovered and they are on display at the local non profit Dunes Center Museum, which we visited. Two sphinx's from the movie were placed at the entrance to the Santa Maria Country Club, but are now gone.

On certain days in past years I have visited the Dunes and observed, when the wind has shifted the sands, small white pieces of plaster and pieces of wood which constitute the "debris field" from the scattering of the huge set by De Mille's bull dozers. It really didn't take archeologists to find Egypt there!

The UNION OIL COMPANY, later called UNOCAL, discovered oil at the Dunes. Starting in the 1950's oil wells were at this location with wells just north of the parking lot. There was still equipment present there when we moved to Santa Maria in 1979.

Well, the wells had oil leakage in pipes and valves, which no one at the time was concerned about. Over 40 years an estimated 18 million gallons of oil leaked into the sands under the Dunes and flowed outward into the soil of the seabed and into the water, according to my research. If my math is correct then this is about 45 thousand gallons per year during this time period! Not good!

UNOCAL admitted to this environmental damage in 1994. They had allowed hydrocarbons to impregnate the sand, water and air. Environmentalists were on the war path! Something had to be done.

The company initiated a massive clean up by bringing in a huge conveyer belt device on a semi trailer north of the current parking lot. Earth moving equipment brought scoops of sand, covering 2,700 acres, to the device and natural gas tanks were used to burn away the hydrocarbons, supposedly making the sand clean again. During that time I visited the Dunes and observed this "cleaning" process. What about the burn off of hydrocarbons into the atmosphere during this process? Well, at least the sand is clean now, right? So there you have it. A unique geological ecosystem right in our own back yard, with an interesting past involving human history. Everything you always wanted to know about the Guadalupe Dunes but were afraid to ask. Have your neighbors over for coffee and share this interesting information! They will be very impressed.

The First 100 Days

By Graham Wallis

This is not a political article . . .

My first Mentor, when I was a young engineer, always made notes in a “Day Book” aptly named because he dedicated a page to each day. Ever since then I’ve had a “Day Book” dedicated to the various companies or projects I’ve been involved with. No longer a page a day, my day book now contains notes for every car I have worked on. And this is where “The First 100 Days” comes into play.

When I buy a car, I make out a new book with the date of purchase and relevant details of the car. BUT I then add another date, 100 days hence and start making a list of all the things that need doing in the first 100 days (Gillian says I make lists of lists). After about a week and I have had chance to drive the car a few hundred miles I set my goals for 100 days.

Some of you will know we bought a Sunbeam Talbot Coupe in October (not to be confused with Jeff and Beverly’s Sunbeam Alpine). Theirs is white two seats, ours is red 4 seats. About 10 years ago Gillian was watching an episode of Father Brown and saw Bunty driving a Sunbeam Talbot 90 coupe in red and said. “I want one!!”. Eventually!

But I digress. I thought it might be useful to let you know the goals I set for the 100 days and my progress. I bought the car at the end September and the 100 days were the Middle of January,

STEERING – Wandered

Many years ago, when I was upgrading the tires on a racing car the Michelin rep told me to “always add 5 pounds of pressure when going from bias ply to radial” Nothing scientific. I did this but only achieved marginal improvement. I checked the toe in, which should have been 1/8-inch, and found I had 1/8-inch toe out!! Adjusted. RESULT – SUCCESS!!



The First 100 Days (cont'd)

STEERING – Had the turning circle of a supertanker

When I looked underneath the turning circle was limited by the stretch of the flexible brake hose!!!! Not what you want. The previous owner had upgraded the brakes but not done a great engineering job. **RESULT – I KNOW THE PROBLEM BUT HAVE NOT FOUND A SOLUTION – FAILURE!!**

BRAKES – Even for a 1953 car they could be better

The brakes on the car are TR2 Lockheed. All that was needed was cleaning and adjustment. **RESULT – As good as they are going to get!!!**

OIL LEAKS – Constant dripping. Very embarrassing

Tightened every joint, every cover, every pipe. Cleaned and put a catch tank on the breather. **RESULT – TOTAL FAILURE!!!** Leaks like a sieve. Next, it's dropping the pan and removing the timing chain cover and replacing the gaskets (Plus scraping off all the excess RTV). In the meantime, a bag of Kitty Litter in the "boot" together with a sheet of cardboard will have to work.

POOR STARTING – It was a race if it started before the battery went flat.

New battery, plugs, ignition leads and adjusted the points.

RESULT – SUCCESS! Always starts on the second push of the starter.

WINDOW RATTLES – Don't they always?

This was the one job I had been dreading. If it wasn't on Gilly's side I would have lived with it. I enjoy working on engines and anything mechanical, but window mechanisms were at the bottom of my list. Fortunately, when I bought the car it came with an excellent Workshop Manual, 2 inches thick, and an equally thick Parts Catalogue (although all the parts are long obsolete but great exploded drawings). With a friend we took all the handles and trim off the door and, Hey Presto, the mechanism had come loose. Tightened the mechanism, added a few drops of Loctite Blue and now it's good for another 70 years. **RESULT – SUCCESS!**

ENGINE OVERHEATS – But when not expecting it and can lead to vapor lock

No strangers to the dreaded vapor lock we set to, protected all the fuel lines with "space age" sleeving and wrapped the exhaust pipe as well. Heat protection was added to the mechanical fuel pump and carburetor. If that didn't work, I was all set to move the fuel pump to the back of the car. Then I started the car to check for fuel leaks and accidentally left the electric fan running. *It was pulling air out of the engine bay and the mechanical fan was pulling it in. Result no air flow!!!!* I realized it will need the fan blades reversed but as a stop gap I just changed polarity. **RESULT – WAIT AND SEE.**

The First 100 Days (cont'd)

LOW OIL PRESSURE - and a rebuilt engine

While tightening every oil pipe in sight to try and eliminate (unsuccessfully) the oil leak, I found a leak from the oil pressure take off line to the gauge. Tightening solved the problem. **RESULT - SUCCESS!**

SPARE WHEEL STUCK – would not come out of the housing.

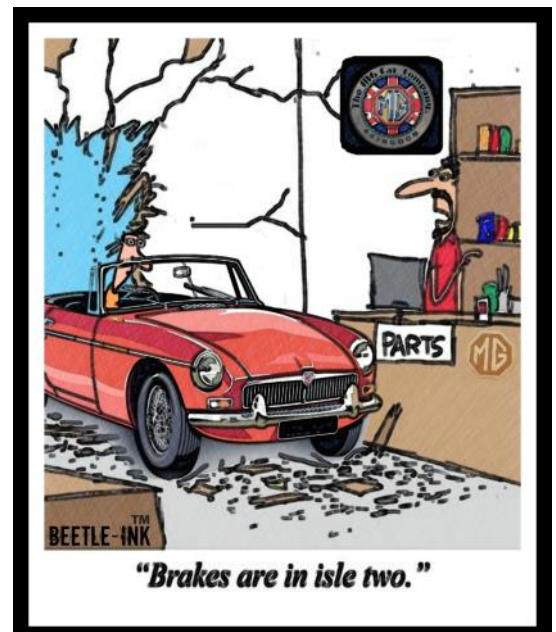
Barry Cunningham, a fellow club member advised a) letting out the air to remove the tire b) a small bottle jack inside to open up the space available and c) putting the spare wheel in a plastic bag to reduce the friction. All these, plus a tie around the spare to pull and a miniature air compressor have solved the problem. **RESULT – SUCCESS.** Thanks Barry!!

CLOCK DID NOT WORK – Incorporated in rear-view mirror – where else!!

Several things were giving me a problem here. The original mechanical mechanism had been replaced with a quartz movement. This was good but the quartz mechanism had come unglued from its faceplate, the battery was flat and there's a year's wait for the watchmaker. Barry (same Barry as above) and I set to with the help of watchmaker's tools, magnifying glass, watchmaker's adhesive and an eyeglass. We removed the hands, glued the mechanism, replaced the battery and replaced two of the three hands of the clock, (but that's another story).

RESULT – SUCCESS until we need to change the hour or replace the battery!! Stay around Barry.

So you now know how I spent my First 100 days!!



British Automotive Trivia

By Jim Bull



Hey, British car fans, how about a trivia quiz?

Most of our members have a pretty good knowledge of our own particular make and model of classic British car but how are you with overall general knowledge of classic British cars? Take this test and see how you do!

- 1) What manufacturer supplied the V8 engine for the Sunbeam Tiger?
A. Chrysler B. Ford C. Chevrolet D. Land Rover

- 2) Syd Enever, British car designer, was responsible for which make and model?
A. Triumph TR4 B. The original Mini C. Jaguar XKE D. MGB

- 3) How do the British measure engine displacement?
A. Cubic Inches B. Cubic Centimeters C. Cubic Pentameters D. Total Liters

- 4) Name two manufactures of British hydraulic components.
A. Girling B. British Hydraulics Ltd. C. Lockheed D. Birmingham Hydraulic Corp.

- 5) Name the town where Morgan cars are manufactured.
A. Leeds B. London C. Liverpool D. Malvern

- 6) What do the initials of the famous British carburetors "S.U." carburetors stand for?
A. Steward Union B. Standard Union C. Skinners's Union D. Sims Union

- 7) There is a model car known as a Dolomite. What is the name of the manufacturer?
A. Daimler B. Wolsley C. Triumph D. Gordon-Keeble

- 8) Carol Shelby started his racing career as an amateur driving what type of car?
A. Allard B. Austin-Healey C. MGTC D. Frazer-Nash

- 9) Which is not a British tire (tyre) manufacturer?
A. Dunlop B. John Bull C. Firestone D. Avon

British Automotive Trivia

By Jim Bull



- 10) What British car manufacturer produced the model known as the Zepher?
A. Austin B. Vauxhall C. Ford D. Vanguard
- 11) Where were MG cars manufactured?
A. South Hampton B. Abingdon C. Birmingham D. Oxford
- 12) Which manufacturer set a land speed record of 203 MPH on March 29, 1927?
A. Rolls-Royce B. Jaguar C. Sunbeam D. Daimler
- 13) Who was not a famous British race car driver of the 1950's-1960's?
A. Jim Clark B. Phil Hill C. Sterling Moss D. Donald Campbell
- 14) The name "Alpine" was a model of which make of British car?
A. Austin B. Riley C. Wolsely D. Sunbeam
- 15) Hillman named a model after an animal. Which one?
A. Panther B. Minx C. Cheetah D. Greyhound
- 16) Which is NOT a defunct British Brand?
A. Triumph B. Riley C. Austin-Healey D. MG
- 17) Which is not a model the Morris Minor?
A. Traveler B. Tourer C. Morris Minor 1000 D. Vanden Plas
- 18) The Ford Cobra was based on which mark and model of British sports car?
A. The AC Bristol B. The Jaguar C Type C. The Allard J2 D. Frazer-Nash Special
- 19) What is the engine displacement of the MGA Mrk. II?
A. 1498cc B. 1600cc C. 1622cc D. 1798ccc
- 20) Which is not a model of Rolls-Royce?
A. Silver Ghost B. Silver Cloud C. Wraith D. Princess

Answers are on the last page of this newsletter

A Car In A Barn

By Ken Palmer

Blame it on COVID, the need for a “project”, an empty space in the garage – or maybe the story. I have always been a sucker for a British car with a story.

The 36 MG TA and the GT V-8 had gone to welcoming homes, leaving an empty spot in the garage. We had finally finished the house remodel “project” and there was a bit of COVID boredom. In that context, picture a cold and windy morning—we were getting into the MGA for a club run, and Carolynne said “Having the B GT was really nice for this kind of weather”. So, the die was cast.

A little later, at a club get-together Jim Bull mentioned a rumor of an MGB GT in a barn in Lompoc. I followed up, got the owner’s number and the saga began. I called the owner. It turned

out the car was a 67 GT he bought new from the Clifford T Nutt British Car dealership in Monrovia while he was in dental school at USC. He drove it until 1986 when he parked it with the idea a of restoring it. Ah--an original owner 67 GT—might be worth a look.

So, I made the 60-mile drive to Lompoc to see “The Car in a Barn.” Sure enough, buried under 40 years of accumulated STUFF was a Tartan red B GT with the speedo showing 68K miles. Careful inspection was simply not in the cards--it really was buried. It did have overdrive and wire wheels (a big plus), and appeared to be complete—but partially disassembled with unlabeled boxes of parts.



Any significant rust is a deal-breaker on B’s, but save for a couple of years in New Mexico, this was a California car and looked solid. It had a steel hood (a replacement, as the originals were aluminum) and some evidence of repair in the radiator duct panel. At some point it had had a front-end encounter with something, still -- it looked like it was within my skill set. The interior was shot, and over the 40 some years in the barn it had become a condo for every rural rodent within commuting distance, but the owner said the 68K miles was accurate. Down side? This was clearly a total restoration fraught with unknowns and a lost title—meaning the

Car In A Barn (cont'd)

dreaded DMV hassle right out of the gate. Factoring in a worst case scenario—in other words--"parting it out," I made a "what the car was worth to me" offer. It wasn't a car worth bargaining over. None the less, a deal was struck. Next came the logistic of getting it uncovered, out of the barn and into my garage. The tires were still partially inflated, and there was a compressor in the barn, so that was that was encouraging.

With the lure of a barn find---" Oh this is going to be fun guys"-- I recruited a team of accomplices, Keith Smith, Jim Bull and Chis Swan. Step one, unearthing the thing, was no small task, and it was a hot day in Lompoc (a rarity). For over an hour we moved benches boxes and other stuff. Finally, the car was revealed. I thought, "Ah, the hard part is done boys. Now all we have to do is push it out and get it on the trailer. How hard can that be?" Well, we "discovered" the car wouldn't move! The left rear brake was frozen. Rocked it a bit back and forth—no luck—took a wheel off and hammered on the brake drum-- zero. "Let's try putting shoulders to it lads". Finally, with a floor jack under the left rear—voila.

A little at a time we managed to move it out and get it turned around and aimed toward the tilt-bed trailer. Then came a deep breath, a wipe of sweaty brows and more head scratching. Keith, the engineer in this Marx brothers crew) says "we have a come-along. Let's see if we can drag it up on the trailer".



Picture men building the pyramids—dragging the stones across the desert? An inch or so at a time we managed to drag it up the ramp. After a full afternoon of sweat and some colorful language choices, we had it tied down and were moving north on 101. It was the same drill getting it off the trailer, but this time it was downhill and we had a wheel dolly under the left rear.

The next couple of weeks were going to be automotive archeology 101 to see what I had and what I could do with it—but that's the next chapter in the Car in a Barn Story.

PBCC REGALIA

By Graham Wallis

When Gillian and I started to get more involved in PBCC our thoughts turned to getting suitable regalia. We are, and have been, members of several car clubs and are conditioned to (boring) regalia laid out at club gatherings for purchase. Often at inflated prices to add to the coffers of the car club.

We were surprised when PBCC did not have a similar scheme. We had heard of POA (Point of Action) being able to provide regalia for the club, but it seemed such a hassle to drive to Santa Maria and end up with more humdrum shirts and jackets.

WERE WE EVER WRONG!!!

We went to POA's shop in Santa Maria and were met by Roberta Garner, who was incredibly helpful and had the most bubbly personality. She showed us around and there were literally hundreds of shirts, jackets, and every type of garment you can imagine. **AND THEY CAN PUT THE PBCC LOGO ON ANY OF THEM.**



So instead of being restricted to a few polo shirts, sweatshirts and jackets we had a full shop to choose from.

We ordered the clothes, which are usually ready for collection in just a few days. We were heading for vacation but when we got home there was an email saying the items were ready for collection.

What a great service.

So, spend the time and visit POA for an amazing experience and get a few items of PBCC regalia that are what you want, rather than what someone else thinks you want.

They do have a website, orders@pointofaction.com, but why miss the fun of visiting!!!

PENDING LEGISLATION REGARDING CLASSIC CARS

Jim Bull forwarded the following email sent to him by Jack Waschbusch of the Central Coast British Car Club . . .

I want to open this email by saying this is to inform you of pending legislation that may benefit you, but acting on this is completely optional. If this is something that doesn't interest you or you are against, please ignore it.

I just learned about a new bill that has been introduced to the CA senate - SB712, AKA Leno's Law. In short, it changes the smog exemptions to any car 35 years old or older (pre-1990 this year, and moving up a year as each year passes) AND has classic car insurance. If it passes, it will be a big win for classic car owners with vehicles newer than 1975.

There are several links below for those who want more information, but most importantly, please write your state senator to let them you support SB712. There's also a link to find who your state senator is which will then also provide you with their contact information. Here's what I wrote to my senator. Feel free to use it as is or add your own thoughts to it:

Please support SB 712 to make the smog requirement a rolling 35 years for classic vehicles. As a classic car enthusiast, I see tremendous benefits of a vibrant classic car community.

With the current laws which require any vehicle from 1976 and newer to pass smog testing, many classic cars that don't pass and can't be repaired due to lack of emission part availability are either being scrapped or those enthusiasts are moving out of state to better pursue their classic car passion.

Classic car ownership supports a large aftermarket parts industry which provides many jobs in California. They have strong cultural ties in our communities and given the limited use they get, contribute negligibly to pollution.

So again, I encourage you to support this bill.

If you are a member of other car clubs, please share this information with them so we can gather as much support for this bill as possible.

Here's a link to find out who your state senator is which includes contact information:

<https://findyourrep.legislature.ca.gov/>

Here's a link to a summary article about the bill: <https://bangshift.com/bangshift1320/california-senate-bill-sb-712-will-change-californias-smog-laws-to-allow-exemptions-for-classic-cars-35-years-old-and-older/>

Here's a link to the complete bill's text: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB712

Thanks, Joel...

PBCC BOARD**Chair:**

Steve Kennedy
skennedyslo@gmail.com

Vice Chair:

Graham Wallis

Secretary/**Treasurer:**

Cheryl Smith

Membership:

Carolynne Palmer
carolynne805@yahoo.com

Events:

Jeff & Beverly Brown

Member at Large:

Rich Pescatore

Newsletter and**Website:**

Clark Lewis

We're on the Web!
paradisebritishcarclub.com

**Bits & Pieces . . .****PBCC Nametags:**

Paradise British Car Club nametags are now available to all members. New members receive nametags when they join the Club, but **existing** members must request one.



If you need a nametag, please contact Cheryl Smith, 805 570-0499 (call or text) or email caskrs@sbcglobal.net to order one. The first nametag provided to each member annually will be complimentary.

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 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.

Jim (805) 878-3615



**I KEEP TRYING TO WATCH
RACING ON MY COMPUTER
BUT EVERY TIME I PRESS
THE F1 KEY IT JUST OPENS A
HELP WINDOW**

FOR SALE: Healey, Jaguar, and other British Car Memorabilia

The brother of my best friend was an Austin owner, former national president and 30 enthusiast. He has a massive collection of signed prints, posters, magazines and books. A huge collection of matchbox cars, slot cars, service manuals, glassware . . . you get the picture. It is all stored in a hanger at the SM Airport that has to be removed by April 1st.

He will only sell the **whole** lot. He says he used to be a member many years ago. I have attached some photos of what he has. He is an expert on all things Austin. He wants \$6,000 for everything and says it's all worth four times that much. He may be right. I believe the price is highly negotiable.

I thought this is worth sharing with the club. I have attached some photos I took today (but not all).

He would like interested calls to go to his brother, Donnie Leonard, 805-441-7923.

Thank you,
Marty Hawke
805-459-8874





CONVERSION CHART HOW TO INTERPRET ANTIQUE CAR ADS



<i>If it says:</i>	<i>It really means:</i>
Rare model	Nobody liked them when new either
Older restoration	Can't tell it's been restored
Needs engine work	It's been frozen for 30 years
Uses no oil	Just throws it out
No rust	Body and fenders missing
Rough	It's too bad to lie about
One owner	Never been able to sell
No time to complete	Can't find parts anywhere
Needs interior	Seats are gone
Rebuilt engine	Has new spark plugs
May run	But it never has
Low mileage	Third time around
Many new parts	Keeps breaking down
29 coats hand-rubbed paint	Needed that much to cover rust
Clean	It sat out in the rain yesterday
Best offer	About what I expect to get
Always driven slowly	Won't go any faster
Prize winner	Hard luck trophy 3 times in a row
Stored 25 years	Under a tree
Real show stopper	Orange with purple fenders
Easy restoration	Parts will come off in your hand
Ready to show	Just washed it
Top good	Only leaks when it rains
Good investment	Can't depreciate any more

Some things don't change, no matter where in the world you are.

Trivia Quiz Answers

1. Ford
2. MGB
3. Cubic Centimeters
4. Girling and Lockheed
5. Malvern
6. Skinner's Union
7. Triumph
8. MGTC
9. Firestone
10. Ford
11. Abingdon
12. Sunbeam
13. Phil Hill: American
14. Sunbeam
15. Minx
16. MG: owned by the Chinese!
17. Vanden Plas
18. AC Bristol or ACE
19. 1622cc
20. Princess

