



March 2026

Bonnet to Boot

PBCC OFFICIAL NEWSLETTER

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Bonnet to Boot Bits . . .

PBCC members have actively been enjoying their cars as spring slips into summer and this first 2026 edition of *Bonnet to Boot* rolls out. Inside, you'll find stories and photos from recent outings and maybe even a few surprises. Buckle up and join the fun as we reminisce and look ahead to drives still to come.

January's Annual Meeting made quick work of club business before shifting to serious socializing. With a strong and enthusiastic 2026 board elected, our luncheon filled the room with lively chatter, laughter, and talk of upcoming events.

Our **February** outing set record high attendance as we embarked on a thoroughly enjoyable Valentine's Day Rally. We learned about Rocky Mountain Horses at our end-of-rally stop, and then continued our drive to lunch by the beach for more socializing and the reveal of rally winners.

Things literally heated up for the club in **March**. Record temperatures forced us to cancel the Wildflower Drive due to less than ideal conditions for many of our cars and occupants.

Even with the March hiatus, there's plenty to enjoy in this edition as we celebrate the enduring charm of British motoring—and the people who keep on driving . . .



Keep Calm and Carry on in 2026!

MEET THE BOARD 2026



**GRAHAM WALLIS
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.



**WAYNE PETERSON
VICE-CHAIR**

I've had an interest in British Sports Cars, in particular MG TD's, since my youth. I remember reading books that included them, riding in them and watching others ride in them. I finally was able to buy an MG TD back in 1973 and I've had it ever since. I've had a number of LBC's, everything from a 1954 Austin Healey to a 1973 Jaguar XJ12.

Since joining the club back in the 1990's I've participated in and helped plan events and feel I need to give back to the club during the coming year. I plan to make good use of the two MG's I currently own and will attend as many events as possible.



**YOLANDA TARAZON-
PEDERSON
ACTIVITIES CHAIR**

My first experience with British cars was when I was about 13 years old and my dad purchased a 1958 MGA Coupe, The fun really began when he gave it to my older sister and we squeezed five teenage girls into the MGA for a trip to Morro Bay as just one of our great events.. Later I purchased my own red 1960 MGA Roadster and enjoyed cruising the Bay Area with my baby as my navigator who, as a 2 month old, had trouble seeing over the dash!

I have been in events with The Special T'S out of Santa Barbara in the 80's and early 90's . We attended quite a few GOF's and club events. That is when I was gifted my 1961 MGA, In 1986 that I have now.. long story. Being a member of the Paradise British Car Club the last 3 yrs has been a joy for both my Husband Jim and me.



**CHERYL SMITH
SECRETARY-
TREASURER**

Hi – I'm Cheryl Smith, your current Club Secretary/Treasurer. This will be my third 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..

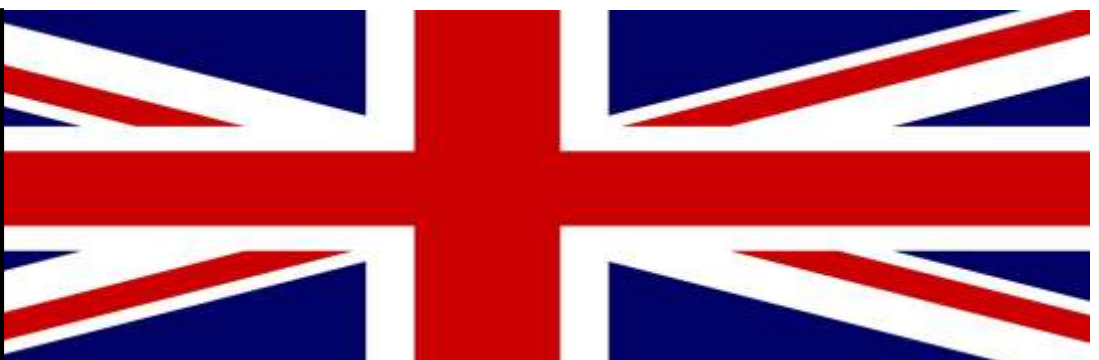
My goal this year is to continue improving both the PBCC newsletter and the website. Your inputs and suggestions on either of those are always welcome. Kay and I both look forward to our club events and the ongoing adventures of PBCC.

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 2026 PBCC Events

Details are sent to members via email prior to each outing

- April 26** Vintage Car & Motorcycle Show, Paso Robles
led by Marcel Coppolino (lunch on your own)
- May 16** Tour of Jason Len's Workshop and Collection,
Arroyo Grande led by Steve Kennedy (picnic)
- June 20** Visit to John Klingensmith's Hanger (Santa
Maria) led by Yolanda Tarazon-Peterson
- July 18** PBCC Summer Party/BBQ led by
Rhonda Cardinal and Beverly Brown
-

Events of Interest

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

- March 22 [Queen's English all-British Car Show,](#)
Woodley Park, Van Nuys
- April 30-May 2 [Cruisin Morro Bay Car Show](#)
- May 6-9 [California Healey Week, San Diego](#)
- May 17 [United British Car Club Car Show & Swap Meet](#)
Dixon Fairgrounds, Dixon CA
- May 29-31 [The Classic at Pismo Beach Car Show](#)
-

PBCC April Outing

SHOW & SHINE

FOOD

CONTEST TO BENEFIT HONOR FLIGHT



DOWNTOWN PASO ROBLES MAIN STREET ASSOCIATION EVENT

VINTAGE RENDEZVOUS

BRITISH CARS, SIDECARS,
ANTIQUUE MOTORCYCLES &
RECYCLED TREASURES

Sat., April 25, 2026
Downtown City Park

10-4



FREE ATTENDANCE
CAR & VENDOR
REGISTRATION
ONLINE



A Spirited Start to 2026 PBCC Annual Meeting (January) *By Graham Wallis & Clark Lewis*



It was a wonderfully pleasant day as forty-seven members of the Paradise British Car Club gathered at Pismo Coast Village for our one-and-only business meeting of the year. After parking our cars and socializing a bit in our reserved area near the entrance, we filled the clubhouse with the usual mix of chatter, laughter, and anticipation for a bit of “official business” before lunch.



Graham Wallis, our club chair, kicked things off by thanking the board for their steady support throughout the year. From there, he guided us through the agenda with the smoothness of a well tuned SU carburetor.

Graham also shared that longtime members Steve and Carol Kennedy couldn't attend due to Carol's recent illness. On behalf of the club, he sent warm wishes for her continued recovery and for both of them to be back with us soon.

This year's meeting included a vote on three board positions—two for two year terms and one for a single year. Three members stepped up to fill those roles: Cheryl Smith agreed to continue as Treasurer, Wayne Peterson volunteered to serve as Vice Chair, and Yolanda Tarazon-Pederson offered to take on the one year Events Chair position. A quick show of hands confirmed unanimous approval, and the room welcomed our new and returning board members with enthusiastic applause.

PBCC Annual Meeting (cont'd)

Membership Chair Carolynne Palmer reported that PBCC continues to grow, with 11 new members joining in 2025 and seven departing. Treasurer Cheryl Smith noted a small dip in club funds due to expenses from the Summer BBQ, Christmas Party, and website maintenance, but assured everyone that the club's finances remain solid and ready to support our 2026 activities.



Lunch was a hit once again as the Pismo Village Grill and our host, Mario, served up chicken kabobs, Greek salad, rice pilaf, pita bread and fresh baklava.



After lunch and many engaging conversations, Graham stepped back up to the mike and explained how last year's Ad Hoc Events Committee helped shape a more sustainable approach to planning. Their recommendation—forming a permanent Events Committee—was adopted by the board. The 2026 committee includes Yolanda (Chair), Ken Palmer, Steve Kennedy, and Beverly Brown. Meeting dates will be announced soon, and all members are welcome to join in, especially those with event ideas. The goal is to stay at least six months ahead with one event per month... though no one will complain if we squeeze in two.



Ken Palmer shared the current 2026 calendar, noting that only August through November remain open for new adventures. To spark ideas, Ken and Graham collected suggestions on a flip chart, including a possible wildflower run—weather permitting. Jim Bull followed with early details about the Valentine's Day Rally on February 14th. As always, Jim's plans were met with enthusiasm; our resident rally architect never disappoints.

PBCC Annual Meeting (cont'd)

We also took a moment to celebrate our club newsletter, *Bonnet to Boot*. Graham praised its quality, and Clark offered a behind-the-scenes look at what goes into producing each issue. He encouraged members to submit stories and reminded event leaders to send in reports and photos so the newsletter can continue capturing the spirit of our outings.

Adding a bit of fun, Bev Brown raffled off a mis-sized sweater—free to a good home. Carla Goeransson was the lucky winner. Bev also shared updates from our regalia supplier, Point of Action, including a new alternative to embroidery that promises crisp results and quick turnaround.

Jim Bull then treated everyone to a very entertaining and educational history of the club and the origins of our one and only club trophy, the DSMEEE. The DSMEE



Graham was last year's recipient of the DSMEEE and, as tradition mandates, his addition to the trophy was an adornment of flashing lights—adding even more sparkle and pizzazz to this prestigious award. That set the stage for the day's final highlight: announcing this year's DSMEEE winners. With more than half the vote, Jeff and Beverly Brown were honored with the trophy, presented by Graham to hearty applause.

All in all, it was a productive, warm-spirited, and thoroughly enjoyable meeting—exactly what we've come to expect from this remarkable club.



The Saga of My Minor Oil Leak

By Keith Smith

It seems to be an agreed-upon conclusion that British cars leak oil. I'm afraid that both my British car (a Morris Minor 1000 Traveler and a Bug-Eye Sprite) fall into the leaking category.

Normally, my Traveler just drips a few drips after a weekend afternoon outing. Lately, however, the few minor drips have turned into numerous and steady drips that have made a mess of the garage floor. I have now pulled the engine out of the car for the fourth time. I think I have found the problem, but I'll walk you through the sequence to finally identify the culprit.



The first time I pulled the engine and split the engine from the transmission, I could see that the can that covers the oil pump had some oil in it. I assumed the oil pump was leaking, so I replaced the oil pump gasket and used gasket sealant. Engine and transmission back together and back in the car – no difference – still a major oil leak.

Pulled the engine back out and separated the engine and transmission. Upon pulling the transmission adapter plate off the back of the engine, I noticed that the 1/4" recessed pipe plug was wet with oil. I removed the plug, coated it with sealant and reinstalled the plug. Engine and trans back in the car – no difference.

I pulled the engine for the third time. This time I removed the 1/4" pipe plug and examined the plug's external threads carefully and cleaned and inspected the internal threads in the engine block. I carefully ran a tap into the internal threads and installed a new plug with thread sealant. Re-installed engine and transmission – no change – still fairly major leak. Pretty frustrating!



My Minor Oil Leak (cont'd)

I now have the engine and transmission out for the fourth time. I split the engine and transmission and put the engine on an engine stand borrowed from Ken Palmer. I pulled the oil pan and EUREKA – found the problem.



The cork seal to seal the gap at the rear of the pan has shrunk a total of more than 1/4", leaving a gap on both sides of the rear of the oil pan at the rear of the crankshaft rear main bearing cap.

Ordered a new pan gasket and both seals around the ends of the oil pan (for some odd reason, the front cork seal seemed to be fine – no shrinkage). I noticed that neoprene pan gasket seals are now available as an upgrade from the original cork seals – kind of expensive, but a bargain given the effort to replace a shrunken cork seal.



TAKE – ALWAYS

- Spend the extra money for the neoprene gasket seals if available for your make and model.
- On the last engine removal, I borrowed the engine stand that allowed me to better inspect the under-side of the engine. Very worthwhile!



Valentine's Day Rally

A Date to Remember

By Graham Wallis & Clark Lewis



What a wonderful February day and a terrific turnout for a PBCC outing! Twenty-five British cars converged at the iconic Madonna Inn for the **Jim Bull Valentine's Day Rally**. With the sun shining through patchy clouds (we dodged the rain!), it was the perfect setting for our outing of spirited driving and friendly competition.



The collection of 25+ British automobiles impressed PBCC members as well as other visitors and guests at Madonna Inn. There were MGs, Triumphs, Jaguars, Minis, Jensen Healeys, Rolls Royces, a Lotus and, amazingly, even a couple of modern three-wheeled Morgans! Truly a memorable British Car Show . . .



One delightful surprise came in the form of an immaculate MGA coupe from British Columbia. While Graham was chatting with the owners, they witnessed a trio of non-member British cars—an Early Morris Minor convertible, a TR6, and a Jaguar E-Type—whiz past the Madonna Inn. Definitely a sign there's room for growth in our club!

Valentine's Day Rally (cont'd)

Jim and Karen Bull came armed with loads of clipboards and historical context (Karen even shared a Valentine's Day history). After receiving the rally instructions and answer sheets, we embarked on a scenic route that whisked us through the charming streets of San Luis Obispo (SLO) before heading out into the gorgeous Central Coast countryside, past tantalizing wineries and lush green fields. The well-chosen rally route provided twists and turns that we all enjoyed.



We wound our way to Lopez Drive and then edged toward a landscape that felt like a postcard, with the tranquil Lake Lopez in full view. A right turn onto High Mountain Road introduced us to Phoenix Creek's peaceful charm, much to the delight of fishermen and bird watchers. A cheeky mailbox with the wrong address gave some drivers a little detour, but they quickly regrouped, ready to reach our rally destination: **Mindy Smith's Rocky Mountain Horse Ranch.**

Mindy and her welcoming staff greeted us with open arms, and a handful of delightful furry friends — including a six-week-old goat and an enthusiastic burro — made the visit even more memorable. Mindy shared her journey into the world of Rocky Mountain horses and even offered adventurous participants a ride around the corral. It was a wonderful respite filled with education, laughter and connections.



Valentine's Day Rally (cont'd)

As we made our way back to civilization, dark clouds loomed ominously, threatening rain and even providing some sprinkles. A few maybe not-so-brave souls returned home to swap for more modern rides, but the camaraderie and excitement were undeniable.



Our entourage headed to the coast and **Finns**, Oceano's cherished fish restaurant, where a reserved section welcomed us. We celebrated Valentine's Day

with cupcakes and cake provided by Karen as Jim read the quiz answers, and awarded the trophy to Michael Link—for the third year in a row! He is now recognized as the club's undisputed rally guru. Unfortunately, Michael's wife, Lynn, was not able to make the rally and navigate so we presumed he would just take the drive and follow someone along the rally route. Not so! Michael put his clipboard onto the steering wheel of his Triumph Stag and did the rally solo, only missing one answer! For his impressive rally performance, Michael received a solar-powered battery charger, generously donated by British Sports Cars of San Luis Obispo.



One other couple, Bill and Ann Brewer also only missed one answer. Since theirs was a collaborative effort vs Michael's solo drive, Jim presented Bill and Anne with the second place prize of a genuine Lucas coffee mug printed with the reassuring logo of "Trust Lucas". But is it guaranteed not to leak?



The Valentine's Day rally was a resounding success, with a record number of participants enjoying the competitive quiz, informative ranch tour, good food, amazing conversation, and plenty of time to kick tires. The scenic drive through SLO's beautiful backroads served as a backdrop for creating cherished memories and building friendships.

If you missed this one, don't fret! With more events like this lined up, we look forward to driving together soon. Stay tuned for more adventures to come . . .

Thanks to Jim and Karen for putting together this very memorable outing!

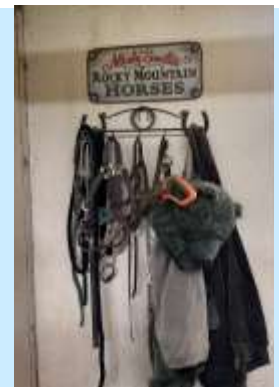
Exhaust Notes Valentine's Day Rally (Addendum)

The PBCC Valentine's Day Rally was both enjoyable and notable. Outside of an organized and highly publicized car show put on by our club in the past, this Valentine's Day Rally had the most cars ever assembled at a club monthly event. A club record was established!

In addition, several people called explicitly to express their regrets for not being able to attend. According to a club veteran, that's something that has never happened before. It's really nice to know that members look forward to attending PBCC events . . .

Mindy Smith's Rocky Mountain Horse Ranch was a wonderful destination for our rally. The ranch itself is in a scenic locale with impressive grounds and facilities. Mindy and her staff were very accommodating and informative . The ranch offers a variety of services including riding instruction, trail rides (Hi Mtn Road is a known riding area), full-care boarding, horse breeding and sales of Rocky Mountain Horses.

[About Mindy | mindysmith](#)



From Wikipedia: Rocky Mountain Horses are a horse breed that, in spite of the name, originated in the Appalachian Mountains in the late 19th century.

"The breed is known for its preferred "chocolate" coat color and flaxen mane and tail It also exhibits a four-beat ambling gait known as the "single-foot". Originally developed as a multi-purpose riding, driving and light draft horse, today it is used mainly for trail riding and and working cattle. "



If you are interested in learning more about these beautiful horses or to take advantage of what Mindy's Ranch has to offer, you can contact them at:

Mindy Smith Equine Services
1865 Hi Mountain Rd, Arroyo Grande, CA 93420
805-474-6937 geminimindy1@aol.com



Who InThe World Would Want a MGTD ?

By Jim Bull

Wherever we take our MG TD, people stop, admire, and ask questions. The one question I've finally learned NOT to bristle at is, "*Is that a kit car?*"

On one trip, we stopped for lunch while driving to an out-of-state GOF MG meet. Yes—*out of state*. We drove that little TD 2,100 miles round-trip to Oregon and back without the slightest problem. Since the TD has no trunk, our luggage was strapped to the rear rack behind the gas tank and spare tire. Wanting to keep an eye on our worldly goods, we made sure to get a window seat in the restaurant so we could maintain a security vigil on the car.



During lunch, we noticed a group of people gathered around the car, studying every detail. Many folks today have never heard of an MG, let alone seen one—especially the early models with the flat radiator, sweeping “wings” (as the British call the fenders), running boards, the gas tank with the spare tire attached, and the charmingly simple interior.

Owning an unusual classic British car has been tremendous fun. Answering questions, attending events, and simply driving the TD have brought us great pleasure since we acquired it in 2005. We purchased it as a “driver” for \$8,500, and after a mostly DIY restoration over several years—new paint, chrome, rubber, a Moss interior, and various mechanical improvements—the car has become a reliable and enjoyable companion.

At some point in its past, the original engine must have suffered a catastrophic failure. Whatever happened, the car arrived with a Volvo 1800cc engine and matching all-synchro Volvo transmission, complete with a “wet” clutch. The clutch slave cylinder is actually a Girling unit from an MGB, so the running gear isn't entirely Swedish. The Volvo engine, produced from 1957–1965 for the 544, 122S, and P1800, makes about 100 horsepower and uses twin SUs with Bosch electrics. In other words, our TD has the charm of a 1950s MG with the power of an MGB. The original 1200cc MG engine made only 52 horsepower. We also swapped in an MGA rear differential to lower the RPMs at freeway speeds. The result is a TD that goes much better than it stops!

Who InThe World Would Want a MGTD ? (cont'd)

I think we have about \$17k in the car. For the sake of mental health, I've never kept precise financial records—best not to know the exact total. At least I can reassure my wife that we could recover most of it if we ever sold the car. That's my story, and I'm sticking to it.

Now, back to the question: *Why would anyone want to own one of these cars?* By modern standards, the TD is absolutely primitive. Let's compare it to our two modern vehicles and see just how much the TD lacks.

The TD does **NOT** have:

- A heater
- A windshield defroster
- Variable speed wipers
- A gas gauge
- Side windows of any kind
- A trunk—let alone a lockable one
- A temperature gauge
- A radio, satellite or otherwise
- A lockable cockpit
- Backup lights
- Airbags (it does, however, have a very crushable wooden frame)



And that's just the beginning.

The TD also lacks:

- Emergency flashers
- GPS or any sort of computer
- Heated or electrically adjustable mirrors
- Power seats
- A heated steering wheel
- A lockable or illuminated glove box
- Sun visors with mirrors or lights
- Heated or air-conditioned seats
- Air conditioning of any kind
- ABS
- Disc brakes
- Lane-drift warning
- Automatic emergency braking
- A heads-up display
- Courtesy lights



Who InThe World Would Want a MGTD ? (cont'd)

- Automatic headlight dimming
- A “check engine” light
- Roadside assistance
- Door-mounted courtesy lights
- A first-aid kit
- Tire-pressure monitoring
- A light under the bonnet
- Any system that tells you when it needs an oil change

In short, the TD tells you nothing—except when it breaks down.

We *have* added three “luxury” upgrades. First, a hidden 12-volt plug under the dash for an electric blanket. Second, a later style combination gauge that includes both oil pressure and water temperature. Third, an electronic ignition inside the Bosch distributor. Truly cutting edge stuff. Our next planned upgrade is brighter LED taillight bulbs, since the originals are about as visible as a candle in a fog bank!

So why would anyone want to own a TD? Perhaps those people who gather around it at restaurants and gas stations aren't impressed after all. Maybe they're wondering why anyone would choose such a primitive little machine. Maybe they're wondering who the fools are who own and drive one

And here we were thinking we were special.



PBCC Shines at St. Patrick's Day Car Show

For twelve straight years, the Knights of Columbus have put on an impressive St. Patrick's Day Car Show at St. Louis de Montfort Church in Orcutt. They run a tight ship—dash plaques, ballots, a multi-page program, a proper awards stage, a solid PA system... the whole works. The show always lands on the Saturday closest to St. Patrick's Day, and this year's event was as polished as ever.

This time around, members of the Paradise British Car Club brought **five** cars to the show—**three British** and **two Auburns**. By the end of the day, PBCC members carried home **four trophies**, not bad for a small but mighty turnout!

PBCC Members in Attendance

- **Bev & Jeff Brown** – 1953 Sunbeam Alpine (British)
 - **Jim & Karen Bull** – 1966 MGB roadster (British)
 - **Karl Burger** – 1965 Morgan drophead coupe (British)
 - **Thor & Donita Gjerdrum** – Auburn boat-tail speedster (factory-built reproduction, c. 1975)
- Fred Pratt** – 1930s Auburn convertible touring car



Karl Burger – 2nd Place, Import Class

Karl's 1965 Morgan competed in a very broad "import" category that included everything from Hondas and Datsuns to VW buses, an Alfa Romeo, and the three PBCC British entries. Despite such a wide variety of import cars, Karl's Morgan earned **2nd place**—a strong showing for a true British classic.

Jim & Karen Bull – Best Decorated (St. Patrick's Day Theme)

Jim and Karen's MGB earned the trophy for **Best Decorated Car**, thanks to its festive St. Patrick's Day touches. It may have been the **ONLY** car with a few such decorations, but the British Racing Green certainly helped it blend right in with the Irish theme and festivities.

Fred Pratt – 1st Place, Antique Class

Fred brought his absolutely stunning concours quality 1930s Auburn convertible touring car to the St Patrick's Day show. This tour-de-force was a definite crowd favorite that deservedly won **1st place in the Antique class**.



PBCC Shines at Car Show (cont'd)

Thor & Donita Gjerdrum – 2nd Place, Antique Class

Thor and Donita Gjerdrum arrived in style, driving a stunning Auburn boat-tail speedster from around the mid 1930's. This isn't one of those inaccurate and poorly made kit-car replicas—it's a beautiful high-quality factory-built reproduction from about 1975 and part of Thor's well-known collection. The car has a great backstory, so ask Thor about it next time you see him at one of our monthly gatherings. Their Auburn earned **2nd place in the Antique class.**



The car show featured eighteen different classes, covering everything from Mustangs and Corvettes to lowriders, trucks, Mopars, and street rods. A live band—Unfinished Business—kept the energy up, and food trucks were on site for lunch and refreshments.

Our PBCC group set up a circle of lawn chairs and spent several hours enjoying good conversation, perfect weather, and the steady stream of spectators. Hundreds of visitors wandered through, many stopping to chat, ask questions, and snap photos of the cars.



Photo from
Santa Maria Times

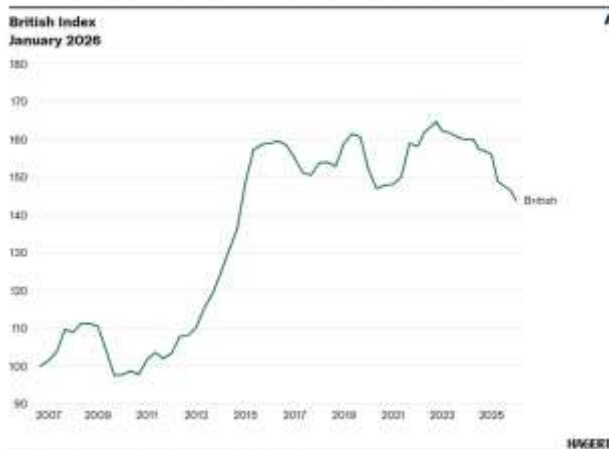
Local businesses (and a couple of car clubs) sponsored trophies at this year's car show. If PBCC were to donate a trophy next year, the organizers indicated they'd gladly create a dedicated **British Car** class instead of lumping everything into "imports." That could turn this into an even bigger and more enjoyable event for our club!

Keep Calm and Carry On British Classics Are Doing Just Fine *By Clark Lewis*

In February, Hagerty highlighted cooling trends in the classic British car market; down 8% in value last year - - but as every enthusiast knows, numbers never tell the whole story. Markets rise and fall, yet the joy of owning, driving, and preserving these machines remains wonderfully resilient. In fact, when you look beyond the charts and numbers, there's a great deal to celebrate.

We often hear that owners are aging out of the hobby. That may be true but it also means that more and more cars are coming onto the market - - and increasing the availability of solid cars at reasonable prices. Today there is a healthy market that offers more opportunities for new enthusiasts to join the fold. For clubs like PBCC, this is a golden moment to welcome fresh faces, share knowledge, and keep the torch burning.

The Hagerty Index of British Cars is a stock market-style index that averages the values of 10 of the most iconic British sports cars from the 1950s-70s.



 1953 MG TD USA Sold for USD \$16,000 on 3/19/26	 25-Years-Owned 1935 MG PA Roadster USA - No Reserve Sold for USD \$17,750 on 3/18/26	 1962 MG MGA 1600 Mk II Roadster USA Sold for USD \$23,000 on 3/17/26	 1977 MG MGB Roadster USA - No Reserve Sold for USD \$8,888 on 3/13/26	 3 Triumph TR6 USA - No Reserve - Alumni for USD \$14,555 on 3/19/26	 1960 Triumph TR3A USA Sold for USD \$18,000 on 3/19/26	 1969 Triumph GT6+ USA Sold for USD \$27,000 on 3/19/26	 1970 Triumph TR6 USA - No Reserve - Alumni Sold for USD \$21,750 on 3/11
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One of the quiet triumphs of the last decade is the *quality* of surviving British classics. Thanks to decades of restoration work, parts availability, and online communities:

- MGs, Triumphs, Sunbeams, Morgans and others are running better than ever
- Rust repairs and mechanical upgrades are now routine rather than heroic
- Reliability of today's British classics would have astonished drivers in the 1960s

In other words: these cars may be aging, but the experience of owning them is improving. Hagerty notes that halo cars — E-Types, Lotus Turbos, big Healeys, and icons like Rolls and Bentleys — continue to command strong interest. That's not just a market fact; it's a reminder of the enduring magic of British design. British cars today are centerpieces on show fields across the country.

 1958 Morris Minor 1000 Van USA - No Reserve Sold for USD \$8,800 on 12/21/25	 Twin-Cam 1955 Morris Minor Traveller 5-Speed USA - Alumni Bid to USD \$14,000 on 12/19/25	 Morris Minor 1000 Convertible Series V USA - No Reserve - Alumni Sold for USD \$8,125 on 12/8/25	 1,275cc-Powered 1965 Morris Mini Cooper Automatic USA - No Reserve Sold for USD \$7,400 on 11/12/25	 2013 Morgan 3-Wheeler USA Sold for USD \$36,000 on 1/26/26	 LSI-Powered Morgan Plus 4 6-Speed USA - Alumni Sold for USD \$29,000 on 1/25/26	 1966 Morgan 4/4 USA Bid to USD \$17,500 on 1/16/26	 1959 Morgan Plus 4 Drophead Coupe USA Bid to USD \$17,000 on 1/6/26
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British Car Market (cont'd)

Mid-market classic British cars may not be skyrocketing in value, but they offer affordable entry points for new enthusiasts, cars that can be driven, not just admired, a thriving parts ecosystem and clubs (like PBCC) that provide wonderful camaraderie.



Classic British cars *invite participation*. They want to be driven, tinkered with, and shared. Ask any owner what keeps them in the hobby and the answers often include:

- Drives along the coast on winding backroads
- Roadside fixes that become amusing stories and legends
- Friendships forged over carburetors and coffee - - or cups of tea
- Shows, rallies, and club gatherings
- And the stories — always the stories

No market trend can diminish that.



Classic British cars have weathered wars, recessions, rust, and the occasional electrical gremlin. They'll weather this market cycle too. What remains constant is the joy they bring — the sound of a twin-SU engine clearing its throat, the smell of warm oil (and maybe drips on the garage floor) and the wave from another driver in a chrome-bumper roadster.

These cars were built to be enjoyed and, in that sense, their value has never been higher!



PHOTOS FROM: Bring a Trailer (bringatrailer.com) and Mecum Auctions (www.mecum.com)

British Model Cars

By Graham Wallis

When I was a young boy, my world revolved around cars (it never changed!). Besides the usual Dinky toys, my father built me a model of a US Jeep from scratch. I don't know who had most fun, my father building it or me playing with it! As time progressed Matchbox toys were added to the toybox.

I still have a couple of Dinky toys. A 1947 Alfa Romeo Alfetta (still with its box) and a Cooper Bristol which I wore the tires down pretending I was Mike Hawthorn drifting around a mythical track in the yard or schoolground. My favorite non racing Dinky toy was the Land Rover and trailer, probably because I saw them in the fields every day.

My all-time favorites were the MG's and Lagonda's as raced at Le Mans. Unfortunately, most of these model cars are now long since gone, handed down to various nephews and friend's children.

However, many years ago, I decided to collect a die cast model of every car I had owned. This later expanded to other cars with which I had a strong connection, or my parents had owned. There are over thirty now sitting on a shelf in my study, mostly British and usually in need of dusting. Each one of these cars has a story, either it's full-size counterpart or the adventure of acquiring the model itself. AND there are several cars that I've owned that are missing in the collection; mostly racing cars or early French cars which were not built in sufficient quantities to justify the cost of the dies. We are still hunting.

I cannot say this has given me as much pleasure as owning the cars themselves but to look at them on my shelf and reminisce is always therapeutic on a bad day.



Bits & Pieces . . .

PBCC BOARD

Chair:
Graham Wallis
lagonda29@earthlink.net

Vice Chair:
Wayne Peterson

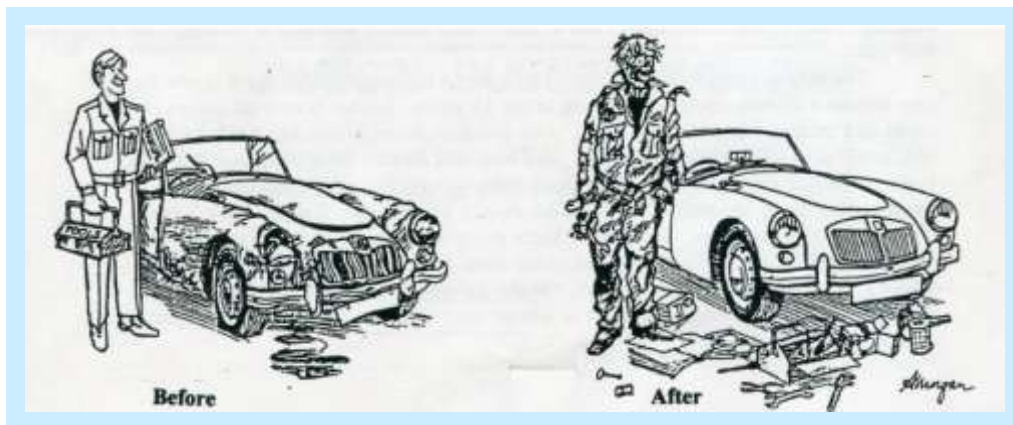
Secretary/
Treasurer:
Cheryl Smith

Membership:
Carolynne Palmer
carolynne805@yahoo.com

Events:
Yolanda Tarazon-
Pederson

Member at Large:
Rich Pescatore

Newsletter and
Website:
Clark Lewis



For Sale:

Six chrome hub caps for TD, TF, MGA. No dents and the chrome is in good condition. Three have the MG medallion with brown paint background, one has the medallion with red background, and two have no medallion. The two without medallions have the holes pre drilled in the middle. Medallions are available at Moss Motors.

Set of (4) @ \$40.00

Set of (2) at \$20.00

MG Parking signs. Novelty item.

MG PARKING ONLY

All other will be towed at owner's expense, etc.

Looks like real signs used by cities and counties. Printed on heavy card stock. Looks nice in your garage in front of your MG. \$6.00 ea. or two for \$10.00

Jim (805) 878-3615

We're on the Web!
paradisebritishcarclub.com



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