

Sept 2025

Bonnet to Boot

PBCC OFFICIAL NEWSLETTER

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Bonnet to Boot Bits . . .

Summer for PBCC has been like a winding road trip on Hwy 1 with the top down—exhilarating and fun!

From scenic Central Coast drives to spirited meetups, our members have been making the most of every mile. Buckle up for this Q3 edition of the club newsletter with highlights from recent adventures, snapshots from the road, entertaining British car tales and some surprises. Let the good times roll!

PBCC launched the season in **July** with our beloved annual **Summer Picnic**—complete with shiny chrome, laughter under the oaks, and a spread worthy of the Queen's approval.

As **August** rolled around, PBCC members were treated to a special tour and luncheon at the **Chapman Estate** in Pismo Beach.

September found members on a scenic drive to a fascinating tour of **Daniels Wood Land** in Paso Robles.

Several other summer events around the Central Coast and beyond attracted numerous PBCC members who share their stories and experiences in this edition of Bonnet to Boot.

PBCC journeys and adventures continue even as leaves change color and days grow shorter. So, read on and enjoy this edition of Bonnet to Boot with its memories of recent months and the plans and schedules of more good times to come. Your ongoing interest in British cars and your participation in Paradise British Car Club is what makes our membership so special and successful. It's all about the fun and friendship with these iconic automobiles.

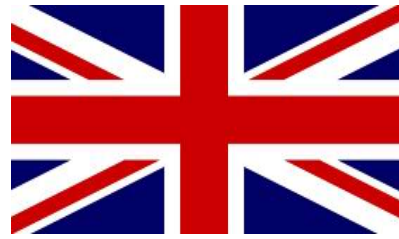
Cheers and happy motoring!

Clark



Recognize this man?

See if you can find the related article in this edition of Bonnet to Boot!



LOOKING FOR A FEW MEMBERS TO JOIN THE BOARD

If you enjoy our club's activities,
volunteer to serve on the board
and help plan the club's activities for next year.



Our seven-member board meets four or five times a
year, and we need at least two new members.

Contact Graham Wallis (lagonda29@gmail.com) 805-458-9650

Let him know you are willing to play an important role
in the Paradise British Car Club!



Upcoming 2025 PBCC Outings

Details are sent to members via email prior to each outing

- October 11** Cambria Scarecrow Festival Drive led by Ken and Carolynne Palmer
- November 23** Oceano Elks Club Jazz Concert led by Rhonda and Jeff Cardinal
- December 7** PBCC Annual Holiday Party at Santa Maria Inn
- January 10** Annual General Meeting at Pismo Beach Village led by Graham & Gillian Wallis
-

Events of Interest
(*not hosted or sponsored by PBCC*)
Click on the Event for More Details

- 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 5-8** [Triumphest 2025](#)—Buellton
- Oct 7-10** [California Healey Week 2025](#)—Yosemite Redwoods
-

Planning and scheduling PBCC Events for 2026 is ongoing. As we strive to offer a variety of interesting drives, places to visit and group gatherings, **we could really use 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!



Cambria Scarecrow Festival

Saturday, October 11

**Join us for a scenic drive to Cambria to visit
the annual scarecrow festival!**

- 9:00 Group from the south leaves Golden Donut and joins others at Madonna Inn charging area
- 10:00 Leave from Madonna Inn parking area (near Tesla chargers)
Drive up Highway 1 to Cambria
- Drivers from north county go directly to Moonstone Bar & Grill, arriving at 11:00 when the restaurant opens.
- 11:00 Early lunch on your own at Moonstone Bar & Grill
Questions about the scarecrows will be passed out at the Moonstone Bar & Grill
- 12:00 Time to drive around town and check out the scarecrows. You may want to park and walk around to see the scarecrows up close. You also might hike along the boardwalk for a while.
- 2:00 Meet at the picnic tables (and restrooms) at Leffingwell Landing State Park just north of Moonstone Beach for cookies, tire-kicking and photos.

Please RSVP to Carolynne Palmer (carolynne805@yahoo.com) if you plan to participate. Thank you.



Paradise British Car Club's 2025 Summer Picnic A Jolly Good Time

With the Union Jack fluttering proudly in the breeze, the Paradise British Car Club launched its 2025 Summer Party in grand style at Strother Park in Arroyo Grande. And what a turnout it was—over 50 members and guests gathered, making it the largest Summer Party in recent memory. The unmistakable hum of British engines and laughter filled the air, setting the tone for a day of camaraderie, competition, and culinary indulgence.



PBCC Summer Picnic (cont'd)



Thanks to the tireless efforts of Jeff and Beverly, along with Graham and Gilly, the event was flawlessly organized and brimming with festive energy. Attendees were treated to a mouthwatering "Gourmet BBQ" catered by Beer 30 BBQ, featuring smoky delights that had everyone going back for seconds. And just when you thought it couldn't get better—enter the ice cream extravaganza. With a seemingly endless array of toppings, the dessert station was a hit with kids and adults alike.



PBCC Summer Picnic (cont'd)



PBCC Summer Picnic (cont'd)

Post-feast entertainment included a delightfully absurd “Silly Car Show,” where creativity and humor took center stage. Games and a British Car Trivia Quiz, vetted by Jim Bull and hosted by the ever-charming Graham Wallis, kept everyone on their toes. Competition was fierce, but the laughter was louder.

Among the most coveted honors of the day:

- *The Messiest Boot* award went to the Cardinals, whose trunk contents defied logic and gravity.
- *The Car I Would Most Like to Drive Home* ended in a tie between Dennis and Maria Sol’s stunning Blue 1971 Lotus Elan and Rich and Sharon Pescatore’s sleek Grey 2015 Bentley GTC. A tough choice, indeed!

In a moment that will surely go down in club lore, Her Majesty the Queen made a surprise appearance. Though she appeared a bit stiff—understandable, given her waxen disposition—her presence added a regal flair to the festivities and sparked plenty of photo ops and chuckles.



PBCC Summer Picnic (cont'd)

The door prize was a beautifully crafted MG-themed quilt featuring a classic T-series car, generously donated by Jeff and Bev. The quilt is a wall hanging size appliqué created in 1980 and hand-sewn from untraditional choices of fabrics. It was donated to the MG GOF (Gathering of the Faithful) around that same time. The quilt features a vintage fellow driving his MGTC car. You see a variety of skillfully done hand stitching, including a type trapunto* giving the driver a 3d effect image. It's cool and unusual.



The lucky winner?
Rich and Sharon Pescatore's grandson, Anthony,
who now holds a piece of club history.

From start to finish, the 2025 Summer Picnic was a roaring success—a perfect blend of British charm, good food, great company, and unforgettable moments. Here's to many more!

** Trapunto is a quilting technique that involves adding extra padding between layers of fabric to create a raised, decorative three-dimensional appearance in the quilt design.*



Along Came an FTP

By Dean and Pam Berto

It is commonly known that a Proper Motor Car (i.e. a Rolls Royce) never breaks down. The term “breakdown” might be used with other marques of automobiles but not with a Rolls. Should some similar misfortune occur while out and about with your Rolls Royce it would be carefully described as a “Failure To Proceed,” or more simply an FTP.

Years ago Rolls kept very documented records of every car purchase or car related dealer contact, even showing changes of ownership and the new owners continued contacts. These records are still available for most vintage RR cars through the Hunt House in Paulerspury, Northhamptonshire, England.



Keeping in mind the reluctant use of the term FTP, it does occasionally occur and one can only hope that should you experience such a disconcerting event that it would take place in some secluded spot with few spectators. Very similar to falling down while snow skiing, hoping that if (when) it does, it would occur at a very secluded spot and not right at the ski lift with hundreds of spectators watching and making comments, even laughing if your fall happened to be one of the more spectacular types. Of course, the first thing one does is look around to see who, if anyone is watching, hoping to maintain some sense of respectability.



The “Rest of the Story” we now relate is that we suffered an FTP last month while on a tour with the Paradise British Car Club, one of the worst occasions for such an event! The tour was to a local family owned agri-

culture farm that dedicates part of its land to organic farming. The tour was very well done and on conclusion we were to proceed to a local park for a group lunch.

Along Came an FTP (cont'd)

Our car is a 1933 20/25 Thrupp & Maberly Limousine we acquired 2 1/2 years ago after a nine year restoration by the previous owner. He had done a rewire of all the electrical and it appeared to have been very well done. The car was always a little sluggish cranking the engine, especially on colder mornings but since it came to live with us it always fired up and ran quite well. Little did we expect that one hidden flaw during the rewire would finally give up.



As we left the farm, our car fired up as always and then, as we pulled out of the car park we sounded the hooter and the engine died. A quick assessment found there was no electrical power to the fuse distribution box so we had no lights, gauges or any other electrical device. After fiddling with every thing we could think of, we tried one last push of the starter button and it fired up. We then proceeded on our way to the park to meet up with the rest of the group that had already left. We arrived at the park with no issue but then as we were parking, the engine suddenly died and we lost all electrical power once again. All our renewed fiddling did not make any change so we ended up calling the dreaded tow truck to provide our humiliated car and us a ride back home.

Upon arrival home we were able to quickly “hot wire” the car and drive it into our car barn for further investigation. The next day quickly revealed the electrical problem, a poor connection at the main starter switch (more commonly referred to as a starter solenoid). The connection appeared to be just fine with

Along Came an FTP (cont'd)

good battery voltage at the large battery terminal and the contact plate for the starter switch but there was no voltage to the small terminal that powers the fuse distribution box for the rest of the vehicle. The distribution box sends power to the starter button to engage the starter switch. During the rewire years ago someone had placed the much smaller feed terminal underneath the battery terminal, not allowing the terminals to make good contact. It worked without issue for 2 1/2 years and then finally arced and lost connection.

The fix was very simple, clean up the terminals a little bit and then replace them on the starter switch in the proper order, big one first and smaller one on top. The first fire up after the proper terminal placement was almost startling with very good crank speed and quick tick over. Subsequent fire ups and drives have provided the same results. FTP problem solved!



Just when some passage of time was beginning to restore our sense of dignity that was utterly destroyed by our FTP event, along comes another devastating blow only 10 days later. We received the Paradise British Car Club newsletter, "Bonnet to Boot." Featured was an accounting of the club's recent events, including the June 19th tour of the agricultural farm during which we suffered



our FTP. On the second page relating the highlights of the tour was the mention of two member's cars suffering "car problems" which fortunately did not mention the cars or the member's names. However, just below that, right there before our eyes was a photo of our Rolls Royce being loaded onto the tow truck with Pam prominently standing in the foreground!

Time is now once again our friend as passing days fortunately restore our and our Proper Motor Car's sense of dignity. This process reminds me of a sign I saw many years ago in an old time small auto repair shop that read, "Time wounds all heels," a humorous take off of the old saying "Time Heals All Wounds." Reflecting back I'm reminded of another poignant rule of old time car mechanics who were never referred to as "technicians", the commonly used term today. I repeatedly heard that repairing any car is simple, "Just find the

Along Came an FTP (cont'd)



problem and then fix it.” Notice it doesn't say either might be easy but just follow that order and you're well on your way to a successful repair. So many of us try fixing a problem and after who knows how many things we “fixed” nor how much money we spent, we still haven't found the problem. At that point we have to go back and confirm everything we mucked with to make sure we haven't caused additional problems. In our case, finding the problem was the easy part this time. Fixing it turned out to be quite a challenge due to the location of the starter switch and the need to eliminate an additional (and unnecessary)



starter cut off switch and wiring the previous owner had added. Working on our Rolls has been very frustrating at times but when it is finally running again there is always great satisfaction of having conquered the ailment and then going out for a rewarding and very pleasurable spin around town. Also, joining the PBCC has been simply awesome, getting to know the members and learning more about their unique British cars.

A genuine thank you to all of you! Pam & Dean Berto

Along Came an FTP (addendum)

Thanks to Dean and Pam Berto for sharing their story. None of us likes to see fellow club members hit with an FTP and I was initially a bit reluctant to report their incident. On reflection, however, I realized how much this is just one of the facets of owning a British car and, particularly, owning a classic British car. Ah, the infamous **Failure to Proceed**. In the world of British motoring, it's less a mechanical fault and more a rite of passage. Here are some further internet inspired reflections about this quirk of our shared automotive interest:

An FTP is when your beloved British classic decides, quite regally, that it shall no longer participate in forward motion. Not because it can't, mind you—but because it's simply not in the mood. It's the automotive equivalent of a butler saying, "I'm terribly sorry, sir, but I shan't be continuing today." Often this results in a roadside pause, ideally near a pub.

*An **Failure to Proceed** is actually a statement. A declaration of character. And if you own a British car, it's just part of the charm. Like tweed jackets and questionable weather. In some of more dignified British circles, the term itself may be considered a vulgarity that more accurately should be described as a **Moment of Dignified Pause (MDP)**.*

- *The car is not broken. It's reconsidering.*
- *The car hasn't stalled—it's simply chosen not to associate with current road conditions.*
- *Smoke from the bonnet? That's just the Spirit of Ecstasy expressing mild disapproval.*
- *One does not panic. One phones the chauffeur.*
- *Tea is taken while awaiting the arrival of a gentleman in tweed with a spanner and a knowing smile.*
- *The car is never "towed." It is escorted to its next destination.*

Let this serve as a reminder: in the world of British motoring, even mechanical mischief arrives dressed in tweed.

If you have recently (or maybe not so recently) experienced an FTP that is now part of the history of owning your British car, please consider sharing your story with your fellow members of PBCC. As you can tell from the tale Dean and Pam just shared, FTPs are often stories to remember as well as stories well worth telling!

- Clark

Chapman Estate Tour

By Graham and Gillian Wallis

The Chapman House is a replica of an English Tudor Mansion built by Arthur and Celia Rogers in 1930 and it has been an integral part of the Shell Beach community ever since. Clifford Chapman purchased the property in 1962. He and Don Shidler, Chapman's partner of almost 50 years, collected art and treasures from around the world. Clifford Chapman's gift of his Estate to the City of Pismo Beach enables the City and Chapman Estate Foundation to continue to show the house.



The estate is an iconic landmark perched on the cliffs above the ocean between Pismo and Shell Beach with stunning views of the Pacific. The house is surrounded by beautiful gardens, a begonia house, a (non-working) windmill and the most beautiful guest house you have ever seen; Gull Cottage, built in 1914.

The house, which has seen hundreds of parties and gatherings, is a gem. It features a collection of sculptures, paintings, collectables and antiques gathered from around the globe. Thanks to the generous donation of Clifford Chapman, this unique Estate is now open for public access thanks to the management by The Chapman Estate Foundation.



Chapman Estate Tour (cont'd)

You may have read or heard that the Pismo Beach city council want to divest themselves of the Chapman Estate. The Chapman Estate Foundation are working to make sure it remains available to the public.



PBCC attendance was limited by the Foundation to 30 people (later stretched to 31) and we were able to pay online and were fully booked in just three weeks. At 31 people, we were the largest tour group the foundation has managed. The tour was incredibly well organized by Lillian Jewell (President of the Foundation) and her team, who were all fantastic.



We had PBCC members from Orcutt (led by Jim Bull, over 30 miles), Madonna Inn (led by Steve Kennedy) and many who drove directly to the Estate. It was a perfect day both for the drive and the tour of the Estate. In all there were nine British Cars.

Chapman Estate Tour (cont'd)

When we arrived we were split into three groups to see the garden with its amazing begonia garden in full bloom. We were given a walk through of the house and had enough time for a delightful picnic around the Koi Pond.



As we entered the main gate at 11 am we were greeted by Lillian and her team from the Foundation provided with colored dots to determine which of the three groups we would be attached to. Everything went very smoothly with no rush. Our visit was at a perfect time of the year; begonia flowering. There were hundreds of begonia plants, all in bloom and all in baskets made by Clifford Chapman.



Chapman Estate Tour (cont'd)



It was educational, enjoyable and a great social time to spend with friends in the club, both old and new.

If you weren't able to join us, it is well worth a visit but do it soon just in case The Chapman Estate Foundation (<https://chapmanestatefoundation.org/>) are not able to prevail in their bid to keep the Estate open to the public. It is definitely a gem on our doorstep.



It was an amazing visit and thank you to the Foundation for accepting such a large party, making it fun and running it so smoothly. The Chapman Estate is located at 1243 Ocean Boulevard in Shell Beach.



PBCC Members Step Back in Time at Goodwood

Graham & Gillian Wallis; Jeff & Beverly Brown

Four illustrious PBCC members recently traveled to West Sussex, England to attend one of the world's most celebrated vintage motoring events—the 2025 Goodwood Revival. Held from September 12–14 at the historic Goodwood Motor Circuit, the Revival is a full-throttle immersion into the golden age of motorsport, fashion, and craftsmanship.

The Goodwood Revival is definitely an unforgettable experience. Following are Graham and Gillian's reflections on this year's Goodwood Revival . . .



The Goodwood Motor Racing Circuit originally opened its gates to the public on September 1948, to host Britain's very first post-war motor race meeting at a permanent venue. Its name comes from the Goodwood estate in West Sussex and the race course was derived from the runways and perimeter access roads of the ex-military airfield RAF Westhampnett. The airfield served as a Battle of Britain base during the WWII and was where RAF legend Sir Douglas Bader flew his last sortie. The track was used extensively for club, national and international events from 1948 until 1966 when local residents objected about the noise and racing ceased. Goodwood was Britain's premier racing circuit and voted by the international drivers as the "best track in the world".



For many years there was no racing at Goodwood. In 1998, however, an agreement was reached with local residents to allow race meetings and a hill climb. The Goodwood Festival of Speed (not to be confused with the Revival) is typically held in July and centers around the hill climb. The Revival, in September, includes races and a Members meeting in April (not open to the public).

Goodwood Revival (cont'd)



The Goodwood Revival is now the world's most celebrated historic motor racing and vintage lifestyle event. It is more than just a motor race, it is a festival and celebration of the 40's, 50's and 60's. You soak up imaginative clothing styles of those attending along with sharp tailoring and heritage fabrics of the post-war era and more functional garbs of motor sport heroes. The Goodwood Revival look is full of elegance and timeless classics. Clothing is for sale in dozens of stalls and you can find a steam fair, vintage hairdressers, movie theater, cars for sale, rock and roll theater, and more food and drink than anyone could want!

There are Auction Houses with cars a plenty for sale at prices that appear to be lower than in the US, not counting shipping. I bid on a small racing Lagonda that was in sad shape, It was vetted by Gilly, Bev and Jeff but the car went elsewhere. The "pre 66" carpark had 1000 mainly British cars making it a day outing in itself! At one stall they were showing an electric conversion of MGB's and said they could do MGA's! Is this still a real MG?"



For those more interested in aircraft, there are Bi-planes, WWII Spitfires, Hurricanes and P-51 Mustangs. If the weather is favorable all fly during the day. We were very lucky to go with Gilly's cousin and her friend in a very early RAF Land Rover. That got us to places we wouldn't otherwise have gone. It looked magnificent parked amongst the WWII planes. Such a pity there were so few planes flying because of the weather.



There are 13 car races and one motorcycle race, from formula cars to 50's saloon (sedan) cars and even a race for children in identical pedal cars. And—the Brits race in the rain!!!

The Goodwood Revival is much more than a motor race. It is a mecca for many but you must take into account the British weather. I've been several times and rarely without some rain. Gilly and I went five years ago and the weather was very good. Not so much this year! Measuring the minutes when it didn't rain was easier than vice versa. MUD, MUD, MUD everywhere.

Goodwood Revival (cont'd)

We had three day passes and the mud got deeper and deeper. We had arranged to meet Jeff and Bev Brown and we did so in the pouring rain; braving the removal of our raincoats for the "Paradise British Car Club" photos. The weather didn't seem to dampen anyone's enthusiasm.

A Paddock Pass is a must and if you want to stay dry you can book a covered grandstand. Not surprisingly, they sell out very early.



Whether you go with a package, or arrange everything yourselves (as we do), in my mind there is nothing that even comes close for atmosphere and entertainment. You will have a lot more fun if you dress in period costume, 40's, 50's or 60's. It's easier for the men, dig into the back of the closet for those old cords and



a flat cap (PLEASE not a baseball cap). Add a cravat and you are ready to go. For Ladies, Amazon shopping can do a great job! As for the racing this year, we hardly saw any. The full event, however, is on YouTube!!— but without the atmosphere.



[Click here to view Goodwood Revival Highlights from Day 2.](#)

We met a lot of old friends, saw one of my old race cars, helped set up the Land Rover on Thursday (and drove part of the track) and had a lot of FUN. All in all, a great time now embedded in our memories.

The 34th Annual British Car Show Oxnard California

By Michael Link



The all-British car show this year was, as usual, very nice; it was held on Sunday 21 September. The show's host is the Central Coast British Car Club (CCBCC), a former Triumph club that became all-British. This club always puts on and manages an excellent show; well designed, well organized, well executed. This year's theme was "Celebrating Triumph Through the Decades." Our day at the show started with an overcast sky which burned off by 10:00 AM, for a lovely warm and sunny day.

This year there were 153 cars on the grass at Oxnard's Channel Islands Harbor Marina. We even had four Triumph Stags! Several participants, as they came past looking at the cars, commented that they were amazed at seeing four Stags in one place. I found it interesting the Stag colors were two red and two blue, though each car was its own shade: Signal and Carmine, French and Sapphire.



For Lynn and me, the car show is a little over 100 miles away, or just about two hours. The trip requires us to drive south into Southern California, crossing over the Santa Ynez mountains then through Santa Barbara before heading down the coast to Oxnard. To make the ideal arrival time of around 8:00 AM, we depart home at 5:30 AM. A rare opportunity to actually need the headlights! As often happens, crossing the mountains also means we encounter some fog in a few of the valleys as well as at the summit.

Once over the mountains and through Santa Barbara we always stop at a McD's for breakfast before continuing our trip to Oxnard's Channel Islands Harbor Marina. I'm sure you're familiar first-hand with this sort of experience—as we returned to the car a gentleman came up very excited, he had to tell us how he had driven his date to his Senior Prom in a Triumph Stag. It seemed to have made his day to see a Stag.

The 34th Annual British Car Show (cont'd)

Keith, a fellow member of the Triumph Stag Club of the Americas, had emailed me a few days beforehand to tell me he was planning to be at the show and offered to bring a box of doughnuts. Absolutely! was my response of course, and I offered to bring a 'traveler' of coffee from Starbucks to wash them down. I ended up eating four doughnuts! It's a good thing fat, sugar and carbs don't count when consumed at car events, isn't it? I tried to convince a couple of young ladies in their late 20's or early 30's that they could eat a doughnut because having them at a car event didn't count. Big smiles and laughs but they wouldn't let me corrupt them.

Every year this car show has a Scottish band play bagpipes and drums for an hour or so, and this year two young women did traditional dances to the music.



Awards are chosen by several methods and given out after the music. Participants vote for class awards, sponsors select a car for their own award, and the host club CCBCC selects their award recipients. Stags are in a class with TR-7 and TR-8 and that's where Lynn and I won the *First in Class* award with our Stag! The whole process of giving out awards takes about 45 minutes or so, then everyone heads off for home...or wherever they are going. For us, we typically head straight home.



At Triumph and British car events, we always enjoy the people and everything we do at them. This year's Oxnard show was no exception.



More From The 34th Annual British Car Show

Stewart and Lori Morse are PBCC members and owners of a beautifully restored 1965 Triumph TR4-A. They also participated in this year's Central Coast British Car Club's car show in Oxnard and came home with the prestigious and elegant Vons Sponsor Choice Award. Their award was certainly well-deserved and the trophy is impressive.

CONGRATULATIONS STEWART AND LORI !



"Our 1965 Triumph TR4-A won the Vons Sponsor Choice Award at the CCBBC annual car show. It's a really cool glass award. We were honored to be chosen.

The show is a must attend if you have a British car. There were over 120 British cars and are all grouped together by marque & model. It is very well organized and the venue is on the grass area next to the harbor. From Arroyo Grande, it made for a long day, we left at 6:30am, and arrived back home around 5pm. It's a 250+ mile round trip, but our car was a champion and completed the task!"

Stewart



Daniel's Wood Land Tour

By Clark Lewis

Sometimes it's the drive, sometimes it's the destination and sometimes it's both! That was certainly the case on the last Saturday in September. Frank DeSimone planned an excellent drive and tour for PBCC. Unfortunately Frank contracted Covid just prior to the outing and was not able to participate. Tom Tallone, however, stepped in to lead our collection of twelve cars on a very pleasant drive to Daniels Wood Land in Paso Robles.

After meeting at Madonna Inn, Tom led us to Los Osos Vally Road before heading up to Morro Bay through the hills and turns of Turri Road. We continued to Hwy 1 and traveled in the mist and fog up to Old Creek Road near Cayucos—a route



tailormade for British sports cars. Tom varied his speed as we wove in and out of the fog on the twists and turns leading to Hwy 46. It was a fairly straightforward drive from there into Paso Robles and Daniels Wood Land—a truly unexpected destination. At that point, our casual drive evolved into a fascinating tour of one of the most imaginative “full-service theming companies” in the country.

Ron and John Daniels, twin brothers and founders of Daniels Wood Land were our hosts and tour guides. The company began with treehouse design and carving which, over time, expanded into theming, scenic fabrication, and immersive experiences with an emphasis on telling stories. The Daniels team blends traditional craftsmanship



with modern tech to deliver mind-blowing creations. Think rustic cabins, haunted shooting galleries, pirate ships, and interactive playgrounds—all built in Paso Robles. Perhaps the most surprising part? How down-to-earth and community-minded the two brothers and their team are despite big-name clients like Disney, Universal, and Warner Bros.

Daniel's Woodland (cont'd)

Ron and John wonderfully related the backstory of their business and their passion for their work was evident throughout the tour. The two brothers have complementary talents and the craftsmanship was staggering. Whether it was a hand-carved bear or a full-scale façade destined for a theme park, every piece told a story. For a group that appreciates the artistry of a well-tuned carburetor, we found kindred spirits in DWL's blend of imagination and engineering. Some of us may have even wondered about trading our car for a pirate ship!



Entering through the massive 15-ft doors of the entry brought us into a room chock full of theme park and movie pieces of art and engineering. Rocky and Bullwinkle greeted our entourage along with a huge chain-saw carved bear and a Speedracer straight out of Star Wars.



The tour took us down hallways of cobblestone paths and imaginative storefronts leading to working offices. Along the way were displays of theme park models, full-size mannequins, whimsical themed settings and fantasy creatures.



Daniel's Woodland (cont'd)



We eventually wound up on a mezzanine overlooking the large factory floor. Descending the stairs, we had a first-hand view of a Model T cargo truck that had spent many years as a display piece in Disneyland. John told us they plan to get it running again as one of several restoration projects they use as inspiration for their creations.



This outing was a memorable mix of open roads and creative inspiration. We may have expected a pleasant drive up along the coast, through foggy oak groves and past extensive vineyards but what we didn't expect was to walk into a world straight out of a theme park.

We highly recommend Daniels Wood Land for anyone looking to see imagination in action. And for our club? This visit sets a high bar for future drives. Thanks to all who joined the drive and to Daniels Wood Land for an unforgettable tour. If you missed it, check out danielswoodland.com and prepare to be amazed.



British Motoring Lingo ...

How savvy are you when it comes to British automotive lingo? Test your level of British-speak by matching the following terms with their definition.

Answers can be found on the last page of this newsletter:

BASIC

- | | |
|--------------------|---|
| 1. Bonnet | A. A pedestrian crosswalk with stripes |
| 2. Boot | B. A wrench used for turning bolts |
| 3. Spanner | C. The engine idling at low speed |
| 4. Saloon | D. A large commercial truck |
| 5. Estate | E. A well-worn or cheap car, often used in racing |
| 6. Windscreen | F. The front hood of a car |
| 7. Wing | G. A sedan-style passenger car |
| 8. Tickover | H. The rear trunk of a car |
| 9. Lorry | I. A station wagon |
| 10. Zebra crossing | J. The front fender of a car |
| 11. Banger | K. The windshield |
| 12. SORN | L. A legal declaration that a vehicle is off the road |

ADVANCED

- | | |
|-------------------------|---|
| 13. Moggie | M. Car made from misc parts — “bits of this & that” |
| 14. Knackered | N. A nickname for a Morris Minor |
| 15. Jam jar | O. British slang for “exhausted” or worn out |
| 16. Naff | P. A car held together with duct tape and hope |
| 17. Old bill | Q. British slang for “speechless” or amazed |
| 18. Gaffer tape special | R. A car with severe corrosion issues |
| 19. Blagged it | S. Slang for a police officer |
| 20. Rust bucket | T. Cockney rhyming slang for “car” |
| 21. Gobsmacked | U. Something uncool or tacky |
| 22. Bitsa | V. Got away with something by charm or luck |

British Pursuit of Speed

By Clark Lewis

The quiet expanses of the Bonneville Salt Flats come alive each August and September with a pop-up city of RVs, trailers, tents and food trucks assembled around makeshift garages holding an amazing assortment of automotive technology. Bonneville Speed Week and the World Finals attract cars, crews and spectators from around the world in pursuit of land speed records on five miles of shimmering desert framed by distant mountains. While British cars are not usually associated with Bonneville or land speed records, British manufacturers and enthusiasts have, nonetheless, contributed significantly to the history of Bonneville and the ongoing pursuit of automotive speed.



British involvement in speed records dates back to the early 20th century, with the UK's first notable land speed record holder, *Malcolm Campbell*. An accomplished motorist and pioneer of speed, Campbell set several records in the 1920s and 1930s in his car, *Blue Bird*, including a stunning 146 mph in 1924! His cars were a masterclass in engineering, with streamlined bodies and powerful engines that pushed the boundaries of what was possible at the time. British manufacturers like *Jaguar*, *Aston Martin*, and *Lotus* also left their mark in the record books.

In 1953, a *Jaguar XK120* driven by *Norman Dewis* set a record speed for a production car of 173.16 mph, an incredible achievement for the time. The 1990s saw Jaguar's factory-backed teams return to the salt flats with the *XJ220*, a supercar originally built for the road and modified for land speed racing. These efforts were part of an overall push from British automakers to showcase their engineering excellence on the world stage.



Aston Martin has been no stranger to speed records. The marque made headlines in 1979 when a specially modified *Aston Martin V8* reached 190.32 mph, setting a record for the fastest production car in the world at the time.

Lotus, a name synonymous with lightweight performance, took their philosophy to Bonneville in the 1960's with the *Lotus 18*, a racing car designed by founder Colin Chapman. In more recent times, *Lotus* has ventured to Bonneville with its *Evora* and *Exige* models, showcasing the company's expertise in aerodynamics and engineering. Although these cars were not designed exclusively for speed records, they proved that lightweight, high-performance engineering can be just as effective in the land speed world as in road racing.

British Pursuit of Speed (cont'd)

While factory teams have played a significant role in British car history at Bonneville, British enthusiasm for speed is also evident in independent efforts. It could be a *Triumph Spitfire* modified for record-breaking speeds or a *Mini Cooper* engine squeezed into a bespoke light-weight frame. The spirit of British engineering, innovation and speed is alive at Bonneville.



The world's fastest diesel is an excellent example of British engineering efforts at Bonneville. Sponsored by JCB, a multinational equipment company, the Dieselmax set the land speed record for a diesel powered vehicle in 2006, achieving a speed of 350.092 mph on the salt flats.



The absolute world land speed record is currently 763 mph. That record was set in 1997 by the British team of *Thrust SSC* with driver Andy Green. *Thrust SSC* (SuperSonic Car) became the first and only land vehicle to officially break the sound barrier.

In 2018, the *Bloodhound SSC*, a jet-powered car designed by British engineers, made headlines when it aimed to break the 1,000 mph barrier on the Salt Flats. The project encountered numerous setbacks but the effort to create a supersonic car capable of rewriting the history books remains a testament to the vision and determination of British engineers. The new car is now named *Bloodhound LSR* (Land Speed Record).



From *Bluebird* in the 1920's to *Bloodhound* in the 21st century, British cars have consistently pushed the boundaries of speed and engineering. Whether in a *Jaguar*, *Aston Martin*, *Lotus*, or with specialty-built racers—the British pursuit of speed remains an enduring and inspiring legacy.



August 2025

MGA entry at
Bonneville Speed Week

British Speed Records



1924 146.16 mph
Malcolm Campbell
Blue Bird
 Sunbeam 350 HP
 18.8 liter V12



1926 174.02 mph
J.G. Parry-Thomas
Babs
 27 liter V12 (450 HP)



1927 203.79 mph
Henry Segrave
Sunbeam 1000HP aka The Slug
 2 x 22.4 liter V12's



1953 173.16 mph
Norman Dewis
Jaguar XK120 (production car)
 Cockpit bubble mod
 3.4 liter twin-cam straight 6



1983 633.47 mph
Richard Noble
Thrust2
 Rolls-Royce Avon Jet



1997 763.04 mph
Andy Green
Thrust SSC
 Twin Rolls-Royce Turbo Jets
**Current Land Speed
 Record Holder**



1000+ mph goal
Driver TBD
Bloodhound LSR
 Rolls-Royce Jet, Rocket Boost with
 Jaguar V8 APU

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Bits & Pieces . . .

Each edition of Bonnet to Boot features our monthly club outings and events. What really helps make our newsletter even more interesting, however, are the stories and articles contributed by individual members. Each of you have stories worth telling and information worth sharing. If you have an **idea for something you'd like to share, please send me an email** so I can follow up with you to turn it into a newsletter article. How about telling us about your first car, a restoration effort (or revival), a driving adventure, a car show, a rally or a humorous tale of a repair gone wrong? Our next edition will be issued in December. Any and all contributions are welcome!

- Clark cklewis2@sbcglobal.net

LINGO MATCH ANSWERS

- 1 → F
- 2 → H
- 3 → B
- 4 → G
- 5 → I
- 6 → K
- 7 → J
- 8 → C
- 9 → D
- 10 → A
- 11 → E
- 12 → L
- 13 → B
- 14 → C
- 15 → H
- 16 → I
- 17 → G
- 18 → D
- 19 → J
- 20 → F
- 21 → E
- 22 → A

Daimler/Jaguar Parking Brake Pads:

David Tonello, our prior newsletter editor, is enjoying the good life in and around Lake Tahoe and he recently contacted us with the following offer:

Brand new set of P-8522 parking brake pads ordered in error. I got the box dirty and return shipping costs are prohibitive for returning them. I'll happily give them to anyone who can make use of them. The fit:

Classic Saloons

- Daimler 2.5 V8 / V8 250
- Mk II / Mk 2 2.4 & 240
- Mk II / Mk 2 3.4, 3.8 & 340
- Mk II / Mk 2 3.4, 3.8 & 340

E-Type / XKE

- E-Type S1 3.8 DHC
- E-Type S1 3.8 FHC

If interested, you can contact David at davidtonello@gmail.com



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