



Bonnet To Boot

Paradise British Car Club



PARADISE BRITISH CAR CLUB MEMBERS ATTEND GATHERING OF FRIENDS CAR SHOW July 13TH

Six members of our club attended the annual European Car Show & Vintage Motorcycle event staged at Laguna Lake Park in San Luis Obispo. Sponsored by the Porsche Club of America, 50% of our attending members received an award! The people's choice show, due to the large number of cars and the huge variety of types of vehicles, presents an eclectic display of beautiful vehicles but at the same time presents an impossible challenge to the attendees when it comes to voting. Of course, the Porsche club has lots of organized classes for Porsche's, but might have one class for all British sports cars from 1952-1970, a class with more than 15 cars. This class would have everything from a '52 MGTD, to MGA's and B's, plus a Morgan, Lotus Elite, a couple of Austin-Healey's, a Triumph TR-3 and TR-4, a Sprite's, a Spitfire and a couple of big Healey's, plus a couple of Jaguar's, from an XK-140 to an XKE! As you can see, this event is something you attend because it's FUN, not because you expect to be in a super organized class and be judged in a class which even remotely connects similar cars to the one you drove to the event.



Ken Palmer, LEFT, receives a first place for his new, factory MGBGT V-8, a right hand drive vehicle never imported into the U.S. Jim Bull, RIGHT, receives an award for his Morris Minor Convertible. Note the "Keep Calm & Carry On" T-shirt!

Keith Smith, bottom LEFT, stands next to his brand new restoration, a "bug eye" Sprite. Keith received a special award from the kids at Camp Hapitok for the best sports car. Bottom RIGHT, Ken and Jim next to Alice Addison's MGBGT. Not pictured were Bing Kunzig, whose beautiful, red, Sunbeam Alpine sits behind Keith's car in the photo, Tom Tallone, who brought his blue MGA Twin Cam Coupe, a very rare and beautiful car, and Alice Addison, who was not around when Ken and Jim stood next to her car for the photo!



Nice turnout for the British Car Show in Channel Islands Harbor today. I think they announced 138 cars in all. About 15 Tigers out of a total of maybe 20 Rootes vehicles.



Central Coast British Car Club 24th Annual Car Show July 20, 2014

Gary and Junie Cooper received their award for their beautiful Triumph with the rumble seat and separate windshield for passengers in the rear.



The Coopers just purchased a chrome bumper MGB top add to their Triumph. They are the first couple we have ever heard of who own both a Triumph and an MG! Jolly Good show! The Coopers are wearing their club shirts for the Central Coast British Car Club.

The Coopers became acquainted with us through our North Meets South event and are one of four couples from that club to have joined in as two club members. Their motto must be..."If you belong to two British car clubs you must need two British cars."



Club President Larry Long displays his award for the best pre-war car at the Central Coast British Car Club's annual show at the Oxnard Harbor. If you have never been to this show it's a must for you for next year. The show is held on the grass next to the harbor, with cool ocean breezes (note Larry is wearing a Hawaiian shirt with palm trees in the background) to fit the location. Note the shade as well! Larry actually had the only pre-war car at the show, but this class included lots of eclectic "orphan" cars as well, including a London taxi and a fire truck! Club award winners included Larry Long,

Long, the Bull's and the Coopers. Below left is an MG saloon powered by an MGTC power train-not very fast, but classy and cute!



1953 MG YB Saloon



1964 AC Cobra
Unmodified original aluminum body.



British taxi cab.



In 1948, Ford of England commissioned the Dennis Fire Engine Company to build 25 small fire trucks on Anglia chassis for use in enclosed areas such as warehouses. This one, the only known survivor of those 25, was originally delivered to the Lancashire Fire Service in Northern England.

SLANG-DANGO CONTEST WINNER

In the last newsletter I put in a little quiz of British Slang. Congratulations to Trevor Marshall for getting 100% on the Slang-Dango contest.

Trevor is one of our newer members from the Ventura area. It probably helped that he is British.

This picture was taken of Trevor and his beautiful Morgan at the Central Coast Car Show in Oxnard.



Arroyo Grande Valley Car Sho

July 26 — One of the largest car shows on the Central Coast drew enthusiasts from around the state! Hundreds of cars, including everything from hot rods, muscle cars, British cars, and trucks to motorcycles and vintage cars, and trailers fill the Village for the Annual Arroyo Grande Car Sho (yes, it's spelled 'Sho')

Last year Alice Addison came home with the Merchants Choice Award with her 1968 MGC-GT. This year she was parked next to a 1915 Ford that took home the Merchants Choice Award for this year.

While chatting about the 1915 Model T, Alice recalled her grandparents' 1915 cross-country trip in a 1915 REO. So she went home to get the album showing that trip. Alice's grandparents owned a REO Dealership in Ohio, and she has the old photos showing her dad as a child with these old cars. So the rest of the day was spent talking about 1915 cars!

We find out a lot about people by the cars they have owned.





Sept. 20, 2014

San Marcos Pass Stage Coach Run

Depart Saturday 10am from

**John and Linda Wright's 865 Kolding Ave.
Solvang**

The Santa Maria group will gather at 9 am at Clark and
Bradley.

Our departure will be at 9:15

Many members may have taken this spectacular series of
twists and turns. Being new to the area it was quite a
surprise to come across this old road and my first thought

was that it would make for a truly excellent run for a bunch of sports cars. So, please join us
departing from our home for this truly exciting drive.

The route will be a portion of what was the original Stagecoach route from Santa Barbara to Santa
Maria. Two stops in this area included the Cold Springs Tavern and Mattie's Tavern in Los Olivos.
Approx. 60 miles, culminating at Standing Sun Wines for a very nice box lunch and wine tasting.
Menu choices to follow for sandwich choices.

Cost will be \$15 per person.

Many know this old route and will attest that this is a demanding run. On both car and driver. It is
recommended that every driver perform any needed maintenance ahead, paying particular
attention to brakes, tires and cooling system.

Coach your navigator to be alert, especially when crossing the 154. You will see the Painted Cave,
Holdup Rock and the very barren but beautiful countryside. Vista views of Santa Barbara and if
clear maybe all 5 Channel Islands.

See you here on the 20th. And **bring 3 waters.** One for you, your Navigator and your horse.

Please R.S.V.P to John or Linda Wright 610 248 8295 Cell 805 688 7367
Home



Concourse d'Non Elegance

August 16



Saturday, August 16th was our “annual” Concours ‘d Non Elegance, a wacky, zany, crazy, and completely non elegant affair which mimics those fancy-dancy car events which feature the shrink wrapped cars which are rolled off enclosed car carriers and hand pushed onto the lawns of exclusive golf courses and country clubs! Just so you don’t think we’re somewhat fancy, our event is held on “the lawn” of an “estate” (well, it’s an acre and that must qualify!) of our club president, Larry Long, who with wife Barbara Long have hosted this spectacular event since its inception.

Just to show you how organized this event is, we’re not sure exactly how many years this “annual” event has been going! The “IConcours”, along with our annual Christmas party, and our January annual business meeting has turned into the three best attended events of the year.

With a do it yourself Bar-B-Que Grill (what-you expected it to be catered!) and a fantastic pot luck (multiple choice) selection of salads main dishes and deserts, we enjoyed the company of



Two “distinguished” gentlemen and club members (Leonard Halpin & Gary Van Houter) stand next to a trash can for an awards photo celebrating their most non elegant ties. Gary won the award for most non elegant dress, with holes in his jeans, shirt out, open collar and a neck tie!

club members who can have a great time visiting in the Long’s back yard and enjoying a covered patio which has the square footage of some homes. The one “spoof” which never takes place is the traditional MG-Triumph bashing which we see in jokes, on bumper stickers, and in some car magazines. We all love our little British cars and are all equally “non elegant” when it comes to being equals in one of the best, and most enjoyable hobbies in existence. Why, we’re so sociable and fun together that John Klinginsmith has volunteered to let anyone in the club borrow his Jag XK-140 for a weekend getaway! Just call him at 1-800-jus-joke!

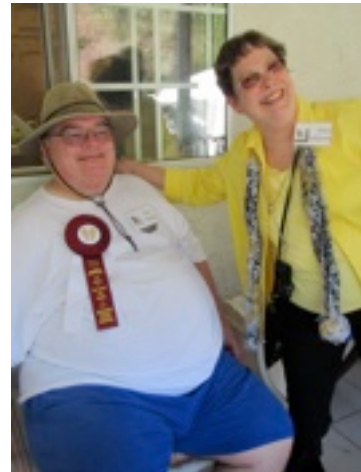


The “Best of Show” award was presented to John Klinginsmith, who drove his beautiful XK-140 Jaguar, but wore his MG shirt! John told us he doesn’t have a Jaguar shirt! This is why our eclectic event is called a “Concours d’ non Elegance”!



Barbara Long smiles as she finishes up in the kitchen so we can all enjoy the wonderful food everyone brought.

Pictured above are our Concours award winners. Awards were presented for such classes as “dirtiest tires”, “most bird droppings on the paint”, “worst paint job”, etc.



Tim Long was our special official for the event. He checked all the cars for proper tires and equipment so everyone qualified to compete in the very non elegant event.



I know it's all about the cars but it sure is fun getting to know all of the people!





Meet Keith and Cheryl Smith

The Smith's, from San Luis Obispo, are long time members of the Paradise British Car Club and have served as Registrars for our North Meets South event twice and have been great folks to enjoy on drives and social events with their two British cars. Keith does mechanical work, painting, and, with the case of their Morris Traveler (woodie) wagon, even the wood work on the little car. Recently Keith located a bug eye Sprite in need of restoration (See the article on the European Car Show for a photo) and put this car back together as a hobby project and now has the car for sale. The Smith's were just featured in the Sunday San Luis Obispo paper with an article on their home, with numerous photos. We thought our club members might enjoy a peek at a portion of this featured article.

The Smith home in SLO: A style fusion

Keith and Cheryl Smith were house-hunters with an unusual requirement. "We wanted a small house and a big garage," said Cheryl.

The empty-nesters didn't need a lot of space — but Keith's hobbies did. His pastimes include welding, furniture making, and working on cars and motorcycles. After a fruitless search, they decided to build a custom home in San Luis Obispo's Bowden Ranch development.

According to Cheryl, when they approached architect Bill Isaman, they didn't have a specific architectural style in mind. "But we didn't like anything frou-frou," she said. "We liked straight lines, like with Craftsman style".



In the Smith house, the garage was not an afterthought. The 1,200-square-foot space includes storage, a workshop, and space for four cars. Keith's current collection includes an Austin-Healey Sprite, a Morris Minor, and two collectable Honda motorcycles (a 305 Scrambler and a Mini Trail 70). Glass panels in the garage door and numerous windows bring in ample light.

Read more here: <http://www.sanluisobispo.com/2014/08/13/3194046/the-smith-home-in-slo-a-style.html?sp=/99/151/#storylink=cpy>



The Laws For British Sports Cars

By Don Hayward – Reprinted From Moss Motors Summer Newsletter/1985

Distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man. Most of us are familiar with the physical laws discovered by Issac Newton. He said things like “For every action, there is an equal and opposite reaction” and “If you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree”. Issac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn’t already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large, protective hats. Newton’s laws made sense for hundreds of years and everybody believed them. They believed them right up until the time when British sports cars were invented and it was suddenly realized that a whole new bunch of laws were needed. Finally, a group of eminent scientists with names like Morris, Healey, Leyland, Mowog and Murphy shook up the scientific community when they published their new theory of mechanical behavior called “The Laws For British Sports Cars”. Since many are not familiar with the five major laws, they are listed below.

1. **Law of Peculiar Random Nomenclature.** The name of a British sports car shall consist primarily of letters and numbers with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning. This law explains why British cars always have spectacularly bad names like XKE or MGBGT.
2. **Law of Cryptic Instruction.** Any book, manual, pamphlet, or text dealing with the maintenance, repair or restoration of a British sports car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect. Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual. “Before rebushing the lower grunion banjos, you must remove the bonnet facia and undo the A-arm nut with a #3 spanner.” All attempts to publish an English language version of this manual have failed.
3. **Love of Hardship Law.** The more a British sports car malfunctions, breaks and/or falls apart, the more endearing it becomes to the owner. You buy an MG. You have had it for a year and a half, and have replaced every item on the car at least twice. When the engine is started, it sounds as if someone has thrown a handful of ball bearings into a blender. But, when someone offers to buy it, you are offended because “It’s like part of the family!”. British sports car owners often stare into space and smile a lot. This is referred to as the “Foolish Person Syndrome”.
4. **Law of Non-Functional Attributes.** All British sports cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis. This is also known as the famous Lucas Electrics Law!
5. **Recently Discovered Component Failure Law.** Any component of a British sports car which is entirely unknown to the owner shall function perfectly until such time that the owner becomes aware of the component’s existence – at which time it shall instantly fail.

Case in point: I have owned a rather natty MGB for six years. I never knew there was such a thing as a ‘Gulp Valve’ until I saw new ones offered for sale by Moss Motors. The next day, driving my MGB to work, the Gulp Valve fell off the motor and was run over by a truck. I do not know what the Gulp Valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But, I figured I would buy a new Gulp Valve and install it myself. One look at the Shop Manual, and I decided to have somebody else install it (see Law of Cryptic Instructions above). While I’m driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the Non-Functional Attribute Law, which means that the Gulp Valve probably wasn’t gulping anything anyway – so I decided not to replace it after all. Three days later, the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the Love of Hardship Law, offered to take the car off my hands for \$100.



I just smiled.



Triumphfest 2014
Sept. 25 – Sept. 27

The Southern California Triumph Owners Association would like to invite you to spend three days of fun filled driving, competition, and camaraderie at this years Triumphfest!

Santa Maria is a lovely city nestled in Santa Barbara County, California, approximately 120 miles northwest of Los Angeles. It is most notable for an excellent variety of barbecued meat. "Santa Maria-style" BBQ is usually used in reference to the seasoning of tri-tip or other meats when rubbed with salt, pepper, and spices and cooked whole on a rotisserie or grilled over local red oak wood. Sunset Magazine's August 2013 issue features a wonderful article on Santa Maria Style BBQ, crowning Santa Maria as "The West's Best BBQ Town"

We hope you will join us for the most fun you can have in your Triumph, west of Los Angeles!

<http://www.triumphfest2014.com/triumphfest2014.com/Welcome.html>

According to our By-Laws we are all encouraged to join the national club for the type of car we own. There are lots of advantages for joining in these organizations. On this page you will find adds for the clubs for MGAs, MGBs, and Triumphs. If you have one of these cars why not check out your national club? If you have something else check the internet for you group.



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Vapor Lock: The Cause, Prevention, and Cure

Vapor lock is often a problem with older carbureted cars, but not an issue with modern electronic fuel injected cars. Fuel injection uses a computer to tell the injectors how much gasoline to squirt into the engine.

A carburetor is a mechanical device that uses the engine's natural vacuum to suck the required amounts of fuel into the combustion chambers. Vapor lock causes a car to stop running when the fuel in the system overheats. It is most likely to happen when driving on hot days and in stop-and-go traffic. Constant acceleration and deceleration make your engine work harder, causing it to run hotter. Excess heat causes the fuel to vaporize. This keeps the fuel from reaching the engine. Many carbureted engines have fuel pumps located near or next to the engine. The pump's closeness to the engine, as with some T-types, causes the fuel in the line to become very hot. When heated, fuel turns to a vapor, like water turns to steam when boiled. This process is hastened by the vacuum created in the line as the fuel is sucked into the engine.

When the fuel turns to vapor, the fuel pump can no longer move it through the system. As a result, the fuel doesn't get to the combustion chambers; the car runs roughly; or it dies. Meanwhile, the car will not restart or will continue to have problems if it does. Cooling fans in older cars run off of the momentum of the engine. They are somewhat inefficient while idling in traffic. Moreover, the lack of motion means less air flowing through the engine compartment, and the fan at the idling speed of the engine is unable to cool the engine sufficiently. Modern cars typically have remotely located fuel pumps, pressurized fuel lines, and electric cooling fans that detect the engine's temperature causing them kick-in when needed. Thus, engines in modern cars are less likely to overheat.

Some Preventive Measures That Can Be Taken.

Install a Low-pressure Electric Fuel Pump near the Fuel Tank. This will keep the fuel moving through the lines even if the engine compartment heats up. Moss sells a solid-state electronic fuel pump that can be used in place of or in conjunction with, the original pump. It is easily hidden and can be installed near the gas tank away from engine heat. It can be switched on and off, as needed/desired. Some of these pumps are installed to replace a faulty SU Fuel pump. They usually pump the fuel through the faulty pump which is not removed, thus preserving the original look.

Install the Carburetor-to-carburetor Fuel Line Away from the Manifold. Using a longer line may help, also.

Install an Electric Fan. These fans can be connected to an engine temperature sensor like in modern cars. Moss sells Hayden Electrical fans designed to run as either "pusher" (in front of the radiator) or "puller" configuration.

Locate the Carburetor Float Bowls as Far from the Manifold, as Possible.

Insulate the Fuel Lines.

Install a Heat Shield. There are shields available for some MGs similar to the factory ones on MGBs.

There is another type of shield that is actually two separate shields that mount the same way but keep the heat from getting to the float bowls. They are sold by the company that is now manufacturing SU carburetors.

Install Bakerlite Spacers.

These are like those used on MG TF carburetors. Neil Nelson says he believes this was the MG Car Company's first attempt to address the heat transfer between the intake manifold and the carburetor body. You can buy thinner ones (1/4") from the Company now making the SU carburetors.

Action to Take When Experiencing Vapor Lock.

Cool the System Down.

With the ignition off, pour cold water over the fuel pump, carburetors, and fuel lines. A longer-lasting solution is to strap a bag of ice at the scene of the problem like John Lovejoy did, recently. This will quickly cool down the fuel pump and condense the fuel from vapor back to liquid, eliminating the vapor lock in the fuel system for an extended period of time.

Gently Start the Engine.

Turn the key in the ignition to start the vehicle while at the same time slightly depressing the accelerator. Do not press the accelerator all the way to the floor, as this will send too much fuel through the system and prevent the vehicle from starting.

Hold the accelerator down when the vehicle starts until the engine is running smoothly. The engine will sputter for a few seconds until the vapor lock is cleared from the lines.

—MG Classics July, 2014

EVENTS FOR THE YEAR

| | |
|---------|----------------------------------|
| SEPT 20 | FUN WITH JOHN AND LINDA WRIGHT |
| OCT 5 | RHONDA & LOUISA'S: WINE RUN |
| NOV 7 | THE CARDINAL'S: OCEANO MELODRAMA |
| DEC 13 | ANNUAL CHRISTMAS PARTY |

BRITISH CAR EVENTS JUST FOR FUN! JUST FUN!

* MANY OTHER BRITISH CAR CLUBS, WITHIN DRIVING DISTANCE, SPONSOR FUN EVENTS FOR US TO ATTEND. SOME OF THESE OTHER NATIONAL AND SPECIFIC CAR RELATED EVENTS MAY BE FOUND ON OUR WEB SITE UNDER OUR LINKS PAGE. THE FOLLOWING ARE ONLY A FEW OF THE SHOWS WE KNOW ABOUT RIGHT NOW.

SEPT 13-14 BRITISH FALL CLASSIC IN MORGAN HILL [HTTP://ONTHEROADAGAINCLASSICS.COM](http://ONTHEROADAGAINCLASSICS.COM)

SEPT 26-28 CLOVIS BRITISH CAR AND ANTIQUE [HTTP://WWW.VALLEYBRITISH.ORG](http://WWW.VALLEYBRITISH.ORG)

SEPT 25-27 TRIUMPHEST [HTTP://WWW.TRIUMPHEST2014.COM/TRIUMPHEST2014.COM/WELCOME.HTML](http://WWW.TRIUMPHEST2014.COM/TRIUMPHEST2014.COM/WELCOME.HTML)

OCT 10-12 HIGHLAND GAMES AND BRITISH CAR SHOW IN VENTURA [HTTP://WWW.SEASIDE-GAMES.COM](http://WWW.SEASIDE-GAMES.COM)

HELP NEEDED!!!!

In November the board of the paradise British Car Club will be nominating people for our new board.

We are asking if there are people who would like to help with our club.

There are elected offices available and some jobs that are appointed.

If you want to put your name in, or nominate someone else,
please call Larry Long.

If you nominate someone else please ask them if they are willing.

Paradise Board Members

| | | |
|-----------------|-------------------|--|
| Chairman | Larry Long | emjeeguy@aol.com |
| Vice -Chair | Loren Cuthbert | lorin.louisa@sbcglobal.net |
| Treasurer | Gary Van Houter | gvanhouter@msn.com |
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