

Northstate Ramblings

June 2003

The morning of May 24 dawned bright and sunny, then clouded up a bit as with all Dunsmuir Parade Days where RBCC is concerned. McDonalds in Shasta Lake City saw several cars gather at a pleasant mid-morning hour. Chip Stalica (and John) in the GT6+, Hartley's MGB, Robin and Carl in the MGB (Top down! Really!!), Norm and Gail with the shiny XJS and Paul (Mr. Discovery) towing Barbara's just-about-finished Mini on the trailer (thanks, Daryl!). Ernie Price brought his GT6+ as well, but did not park on the street with the rest of gang.

The parade was short, but with plenty of cars. That nice XK120 DHC (would give Larry's some competition) was my favorite, but the mini pickup was really cool. Paul particularly liked the unusual interest shown by an inebriated resident in the Mini, effectively preventing him from seeing the rest of the show at all (we call it tire iron babysitting!) Anyway, no harm done this time, but better security, please!!

Thanks to the City of Dunsmuir and all who made this a great event!

June 9	Meeting: Convention Center Lawn	Gary
June 22	Chico British Car Meet	Paul

June Meeting: Redding Convention Center lawn @ 7:00 PM on the 9th. We will be discussing future events, plans for the summer, etc. Bring chairs and mosquito repellent!!



Paul & Barbara's Mini & Rover

The Laws for British Sports Cars

by Richard Freibusch

LAWS THAT CANNOT BE BROKEN

Most of us are familiar with the physical laws discovered by Sir Isaac Newton, the guy who invented gravity. He said things like, "For every action there is an equal and opposite reaction."

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, when it was suddenly realized that a whole new bunch of laws was going to be needed.

Many distinguished scientists, with names like Morris, Healey, Leyland, Mowog and Murphy, shook the scientific community when they published a new theory of mechanical behavior called "The Laws For British Sports Cars". Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

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 totally devoid of any meaning." This law explains why British cars have spectacularly bad names, like "E-Type", or worse yet, "MGB-GT."

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 fascia and undo the A-arm nut with a #3 spanner." All attempts to publish an English language version of this manual have failed.



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 a British sports car. You have had it 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 is like part of the family," and besides, "it is so much fun to drive." British sports car owners often stare into space and smile a lot.

LAW OF NON-FUNCTIONAL ATTRIBUTES

"All British sports cars, regardless of condition or age, shall always have at least one system or subsystem of components which is entirely non-functional, and which cannot be repaired except on a semi-permanent or semi-functional basis." (Also known as the "Lucas Electrics Law".)

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 said component's existence, when it shall instantly fail." Case in point: The author owned a rather natty MGB for six years. He never knew there was such a thing as a "Gulp Valve" until he saw new ones offered for sale by Moss Motors. The next day, while driving to work, his gulp valve fell off the engine and was promptly run over by a truck. He bought a new one, figuring to install it himself, but after one look at the shop manual, he decided to have someone else install it. (See "Law of Cryptic Instructions", above).

While driving the car to a local repair establishment, he notices 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. He figures this is due to the "Non-Functional Attribute Law", so he decides 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", offers to take the car off his hand for \$100. The owner just smiled.



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Chico British Car Meet

Sunday, June 22nd

Every year the Chico Area British Car Club puts together a great British Car show at Manzanita Place in Chico. RBCC members look forward to this with great anticipation every year. And this year we will be caravanning as per usual from the Bowman Park & Ride in Cottonwood at 8am on Sunday, June 22nd. Please don't be late. Registration is \$10 per car in advance and funds can be sent to Economy Foreign Car Parts (see Corporate page), or \$15 at the door. Each year there are vendors, a silent auction, voting, and awards. For the first time we will be asked to help with some aspects of running the show, but more about this at the meeting. Contact Gary for more information at mgbandc@yahoo.com.

WEBSITE

Our club website at www.reddingbritishcarclub.org should be up and running again. Check it out and let me know! It includes newsletters and articles online, pictures and event reports. Submit your stuff and we will upload it! Thanks!

TREASURER'S REPORT

I found a bank which will not charge us monthly fees! I haven't moved the account yet, but details will be taken care of soon..

We have a new member, Jeff Torres. Welcome to Jeff and his wife Stephanie of Redding, who have a 1961 Bugeye Sprite, and thanks for the dues. As many of you know – those who were in attendance at the last meeting and/or went to Dunsmuir – Paul purchased a circle cutter for cutting out the new “tax discs”, so I finally reimbursed him. That was all the financial activity this month, so, here are the club finances as of May 31, 2003:

Beginning balance: \$545.47

Outflows Inflows

Service charges 8.00

Supplies 18.87 Dues 20.00

26.87 20.00

Here is an updated Membership List. If your name is not on this list, you have not paid your dues for whatever reason. If you wish to do so, contact Barbara Young, either at the meeting or via mail with check/cash for \$20. Redding British Car Club

Membership payments 2003:

Dec	Chip Stalica Harry & Andi Heidel Carl & Robin Snyder Kevin & Carol Burkholder Harold Robertson Bill & Arletta Drybread	Feb	Gary & Carol Anderson Chuck & Joan Genthe David Barnes Wes Johnson Erik & Diane Wahlman
Jan	Pat & Joan Symons Curtis & Janice Phillips Jim & Christy Smith Ryan & Cathy Laughy Jerry Ponce Al Boring Dave & Lori Forseth Paul & Barbara Young	Mar	Jim Poulsen Gary & Eileen Hartley Daryl & Peggy Sutterfield Gil & Susan Murray Larry & Sherron Jackson
		Apr	Milton Pruitt Norman & Gail Whittaker Bill & Jane Woodward Don Waber & Donnalee Mattson



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