

Northstate Ramblings

*A Publication of the Redding British Car Club
August 2002*

Well, yet another month has passed us by. July was a busy one for me. I went on vacation for a week with my best friend. On our way to our final destination in L.A., we stopped at my friend's mom's house, which is in Concord. Well, Concord just happens to have a Mini dealer (I was ok with this pit stop). We stopped in to have a look around, and I left very impressed with the good folks at BMW. Their efforts in making the Mini a smashing success have been outstanding.



The dealer is about the coolest dealer I've yet seen. If you've seen any of the Mini advertising such as billboards or their magazine ads, you can get an idea of what the dealer is like. Bright colors everywhere! There were about a dozen new Minis out front, with two classics as well. In the showroom we found a 2002 Cooper S parked opposite of a 1966 Cooper S. The two were both a dark blue, with a British flag painted atop the roof. It was quite a sight! Also inside we found a display of the "accessories" available for Mini owners.

After seeing this I can truthfully say that no two Minis will be exactly alike. The catalog is huge. From wheels, to spoilers, to custom interior pieces, everything is customizable. But while looking at a new Mini is cool, there was something missing.

A drive! So, I simply asked to drive a Cooper S. The lady took a photocopy of my drivers license, handed me a key and said, "be back in 30 minutes." It turns out that BMW gave each dealer 2 Minis, a Cooper and a Cooper S. These cars are strictly for test drives; they will not be sold. I hopped in my Silver S and looked around. The first thing you notice is the fit and finish. This is quite obviously a BMW product. Everything was covered in leather or high quality plastics and metal. The interior is very retro, yet works very well and fits the driver. Everything has been well placed, and nothing feels weird or lost. Start this car up and you can't help but smile. It sounded so nice. I stuck the clutch in, moved the shifter, and...



Stalled it. Yep, killed it. Talk about embarrassing. Try again. This time it worked, and I took off. 163 hp is not a lot, but this car is quick! The 6-speed Getrag gearbox was very impressive. The shifter and linkage were very solid, something not often found in a front wheel drive car. The steering is immediate; there is no other word for it. And when you do turn the thick, 3-spoke wheel, hang on! This car handles absolutely flat. The body roll is nearly non-existent, and with the 17"x7" rims stuck on the corners it had loads of grip. My 30 minutes was up far too quickly, and I had to give it back. As I gave the keys back, the salesperson said to me, "fun, wasn't it?" I just smiled, nodded, and said I'd be back when I had \$24,995 (which is \$2,900 over sticker).

Well, now I will move from dreams to reality. We have quite a few events coming up here in the next couple months, so be sure to check the calendar. Thanks to Harold Robertson for the

pictures of our Hot Dam Tour. Also, for those of you with e-mail, be sure to check your e-mail for a questionnaire from the club. I am investigating the potential of sending the newsletter via e-mail to those members with e-mail. Along this line, my e-mail address has changed to mghartley@2by2.net. Please use this one from now on. Finally, I would like to apologize to the members who brought cars to Chico, but I forgot to include on my list (see below). Hope to see you all at the next meeting, and at the Heidel's for some of their famous hamburgers!

PEOPLE'S CHOICE JUDGING – THE OTHER SIDE

I wanted to set my thoughts regarding the July editorial on paper for the membership to see.

First of all, the Chico judges announced that there were thirty RBCC cars in attendance, by far the largest number they'd ever had from a guest club at their event. Unfortunately, your list omitted Al Boring, who brought his TR7 out to the swap meet; Chuck Genthe, who took second in class with his MGB (behind Gary Hartley's perennial winner); and the Barni family who brought three Jaguars from Redding. Also in attendance (and he's attended other events with us in the past) was John Machovsky from Red Bluff who won the Metropolitan class with his beautiful convertible.

On to the real bone of contention, the judging.

My experience on two continents is that there is no such thing as a perfect system of judging, whether it be cars, musical instruments, antique railroad stock or any other thing you care to judge. So-called professional judges (who are usually enthusiastic amateurs and NOT being paid) have just as tough a time as the participants when it comes to judging. I've entered the cars in both types of show, and sometimes won trophies and sometimes come home with nothing but the window card every entrant fills out at the beginning of the show

As a car club member, I will usually tend to vote for fellow club members cars, not just because we're part of the same club, but because I know from first hand experience what degree of effort my fellow members have put into their cars. I don't know if a really pretty green Jaguar from Sacramento is a "trailer queen" – only brought out in the finest of weather and never driven further than the distance from the parking lot to the show area, or a professional restoration where the only contribution of the owner is dollars. We all know the standards produced by the likes of Kevin Kay Restorations, and I will unashamedly vote for a car he's restored because I've seen first-hand the degree of effort Kevin and his team put into their cars, but my real love is the guys with a vision and the talents to bring that vision to reality. We can't all be Kevin Burkholders or Larry Jackson's, with the ability to perform ALL the steps needed to create a near-perfect restoration or a wild and crazy but eminently streetable custom, but a lot of us put a great deal into our projects (some more than others) and we get the opportunity to see the progress in these efforts. I will continue to reward these efforts with my vote, given the opportunity, and if other club members want to agree with my selections that is their prerogative.



Taking a break at the Glory Hole, on Whiskeytown Lake.

If the only requirement was to bring more votes to the party than the other guys, doesn't it stand to reason that by having thirty votes out of 140 or so participants we should be guaranteeing first place in every class we enter a car? My own Land Rover only managed a second place in a class of three cars and Gil's TR3 only got second in a much larger class. This indicates two things:

First that we did not all vote for the same cars. Several members decided to review the cars and vote for themselves, and several others weren't even approached about voting for club members. My feeling is that by taking a large contingent to a popular choice voting show we can certainly influence the outcome, but we cannot guarantee that our members will win every time.

Second that there are obviously other participants who like our cars, otherwise how can we win more than one trophy in a class where we have two or more representatives?

We can certainly decide not to vote for a particular car – IF the owner comes out ahead of time and asks us not to vote for his vehicle, and any owner being called out as a winner at a show always has the option of declining the trophy. Maybe your first place this time was either payback for the time someone else won when you thought you deserved it, or that there were a lot of people in Chico that Sunday who happen to like black Sovereigns.

Enjoy your trophy – I know I appreciate mine every time one of my vehicles is selected as a winner, no matter who the judges were!

Paul Young

Calendar

August

- 12th ~ Meeting, Convention Center, 7pm
- 16th –18th ~ McCloud Heritage Days. See enclosed flyers.

- 17th ~ Heidel's BBQ. 1:00pm at the Heidel's. We will discuss caravanning at the meeting. Please RSVP to the Heidel's if you plan on attending, at 474-4304. The club will supply the meat, everyone else is asked to bring a side or dessert of some sort (chips, cookies, etc). Also, bring your own chairs, unless you prefer the ground!
- 31st ~ All British Field Meet, Portland International Raceway. Saluting Jaguar XKs and E-Types this year. See <http://www.abfm-pdx.com> for information.

September

- 7th & 8th ~ Palo Alto British Car Meet. Rally on 7th, show on 8th
- 9th ~ Meeting, Convention Center, 7pm
- 22nd ~ Ladies' Event

October

- 14th ~ Meeting, 7pm, Convention Center. Followed by a short night tour.

The Classic-Fieds

- My husband Steve Bischoff and I have a 1974 MGB that we wish to sell. It had been newly painted in Dove Grey, and is in very good running condition. You can call us at 347-9747 or e-mail at gaytalmey@msn.com. We live in Cottonwood. Gay Talmey.
- 1985 Jaguar XJ-6. \$1200. Call Dean @ 275-9532. Located in Redding, CA.

Treasurer's Report

Zero activity! - here is the financial status of the Redding British Car Club, as of July 31, 2002:

Beginning balance:	\$540.26
<u>Inflows</u>	
	0.00
	0.00
<u>Outflows</u>	
	0.00
	0.00
Ending Balance	\$540.26

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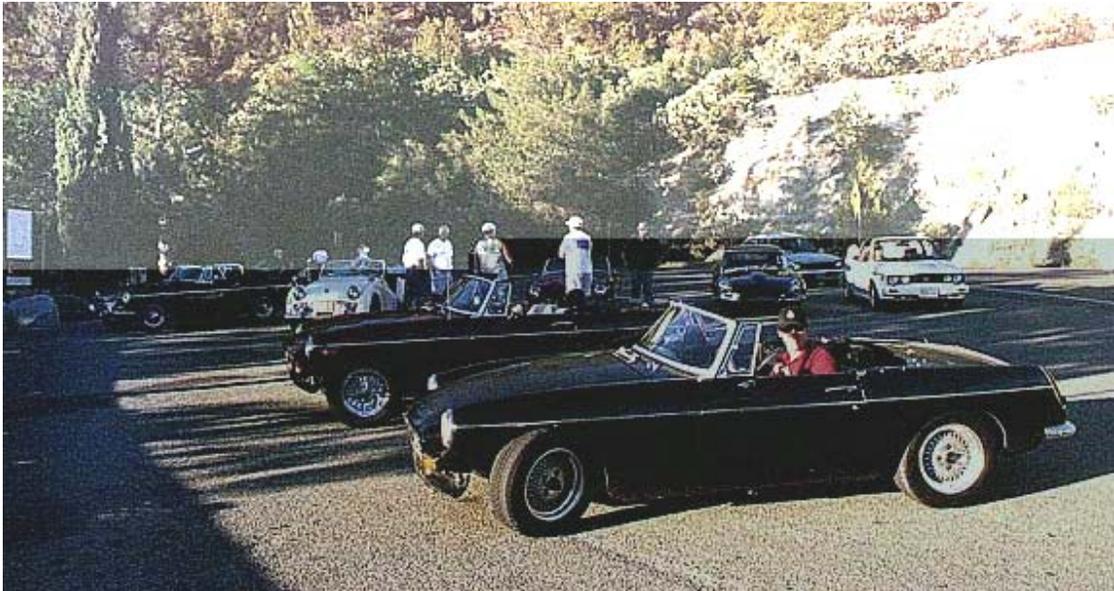
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Another shot of our "break" at the Glory Hole. Thanks, Harold; this picture makes my MG look halfway decent!

Another long, hot summer in Redding. I live in Redding. I love Jaguars. Jaguars run hot. Everyone knows that. Other cars can "be cool," but Jags are just hot stuff. Hence all those louvers on the hood of my 66 E-Type, along with its temp gauge pegged at 110 C. Others would be content in this conventional wisdom, but not me. I want the Cat to run cool.

I joined the Jag Web listserve on the Internet and asked about cooling. Of the 50 or so replies, ranging from "mine runs at 70 C all the time; something must be wrong with yours" to "my shoes are melting into the floorboard and you could fry eggs on the hood," all but about 10% sounded plausible. Try this, try that. Most of the seasoned Jag people ask questions starting with "Did you check the...?" apparently assuming that the car got hot one day and I just jumped on the wireless Internet there at the side of the road. I DID check everything, and it all looks OK! OK????

Enough ranting. Some of the comments were helpful, some humorous, some outrageous (e.g., "... no engine damage will occur until 250 F, so don't worry until it breaks.") I am still on the hunt for a cure more practical than dousing the power plant with ice at frequent intervals. Maybe dry ice...

Gary Hartley

HeidelBurgers!!!
Food and BritCars
August 17th, 1pm in Shingletown!

Matt Hartley
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