

Northstate Ramblings

A Publication of the Redding British Car Club
February 2003

And now, a word from your local editor...

Welcome to February, all. The year has started just as fast as the last one ended for me. The MG has taken a back seat to the Jeep lately; haven't started the MG since November. My '71 B GT restoration project (that actually belongs to someone else) is being given to another unfortunate soul (oops, did I say *unfortunate*?!) as I no longer have the time to work on it, what with 2 jobs, and 14 units at school. But the black B will soon find its way back into the spotlight as I'm going to paint it and rebuild everything I've broken (RBCC members can attest to this, they've seen me drive it!).

As for club news, there is but one word I've been instructed by those in charge of funding to beat into your heads: DUES! That's right, folks, they are due. They are still just \$20 for the year. What this covers is postage for this amazing newsletter you receive and cherish each month, and various things the club supplies at events, i.e. food, drinks, etc. No, the money is not used to pay for Barbara's Mini. The dues can be paid either at the meetings, or can be mailed to Barbara. You can find her address in the 'Officer's Corner' section below. If you do not renew by the end of March, you will be dropped from the mailing list, and will generally be shunned throughout the British Car society in Northern California.

TEST AND TUNE WORKSHOP

The RBCC event calendar kicked off with a pop (rather than a bang) on January 25th as nine members and guests attended a seminar hosted by Paul Young at his shop. In attendance were:

Paul Young
Gary Hartley
Oscar Johanson
Jim Smith
Pat Symons
Harry Heidel
Alan Boring
Curtis Phillips
Bruce Reiche



photo courtesy of Ben Davids

We spent a little while eating doughnuts and muffins, drinking coffee and checking out the progress on

the world's second longest-running auto restoration project (Barbara's Mini) then comparing notes on the various vehicles on the driveway.

Gary had been given a charging/starting circuit tester and a Sun diagnostic tester, and these are stored at Paul's place until Gary gets a nice shop with some kind of house attached.

We started the session about 10:30 with a review of what it takes to make an engine work and a look at some diagnostic equipment. There was also a handout explaining some of the items needed to perform tune-ups. We demonstrated some of the equipment, using Gary's E-Type as the guinea pig. Unfortunately, it appears as if the diagnostic scope got wet at some point, and the scope pattern wasn't legible. We were able to determine that the charging system on the E-Type was in good working order, the tach reads normally, and we demonstrated that the cylinder-kill function of the scope works (every time I killed a cylinder the engine died – probably a function of the aftermarket electronic ignition).

We were also able to figure out the wiring for Pat to convert the alternator on his MG B GT from the obsolete five-wire setup to the newer (but still LUCAS) three wire arrangement.

We're now looking forward to the shop tour in March. Put March 22nd on your calendars, and plan to meet at the Youngs' place at 10:00am.

TREASURER'S REPORT

Welcome to 2003!

As you can see from the following some members have already paid their dues, for which we thank them. This is a great start to the year. For those of you who are new, or have forgotten, we pay our dues just once, at the beginning of the year. (Still only \$20!). Those who have not renewed by the end of March are dropped from the mailing list, and consequently do not receive the newsletter from April onwards. So please pay soon so we can continue to include you in our plans for the year. We will put out a new roster once membership payments are finalized.

Also, I would like to take this opportunity to welcome Curtis and Janice Phillips, new members, owners of a 1971 TR6. We are very glad to have you join the club, and to see you at the meetings and events.

Here are the club finances as of January 31, 2003:

Beginning balance:	\$571.63		
<u>Outflows</u>		<u>Inflows</u>	
Stamps	33.30	Dues	<u>160.00</u>
Stamps	74.00		160.00
Tech session copies	6.86		
Tech session refreshments	<u>12.98</u>		
	127.14	Ending Balance	<u>\$604.49</u>

Barbara Young, Treasurer

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Classic-fieds

- Some of the items I have to sell are:
 - Engine for internal parts-\$75.00
 - 2 rear ends with splined hubs-\$50.00 ea
 - Engine heads useable and rebuildable-75.00 ea
 - GT rear 1/4 section-\$100.00
 - Generators, starters, wire wheels, carbs, many small items.
 - Call for more info and prices. Bruce @365-8212

BritCar Info On The Web

This is a new section thought up by our genius members at the January meeting. In it we will be featuring links to BritCar sites on the Internet. Where do these links come from? You! Submit them to Matt at mghartley@2by2.net and he will run them here. Click away!

- <http://www.teglerizer.com/mgcolors/index.html> - good photo index of factory colors
- <http://www.tigersunited.com/> - excellent articles on Lucas, Brit car restorations, etc.
- <http://www.mgcars.org.uk/extensive> - list of links
- <http://www.teglerizer.com/mgstuff/mglinks.htm> - more
- <http://www.itwest.net/~lundgren/mgs.html> - of MG related used parts houses
- <http://www.angelfire.com/ca5/mgperformance> - your Editor's website
- <http://www.reddingbritishcarclub.org> - your Club's soon-to-be-updated website

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