

Northstate Ramblings

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

September turned out to be a busy month for the British car lovers in Northern California! Included in this newsletter are reports from the Ladies' Event, Palo Alto 2002, the Chico Concours, and the informal run put together by Don Waber. Thank you to all of you who submitted articles; my job would be nearly impossible without your help. Gil, I shall run your article next month... my apologies!

The Ladies' Event, which took place Saturday the 21st, was an event enjoyed by many. Those in attendance were as follows: Paul & Barbara Young in the Land Rover, Gary & Eileen Hartley in the '69 MG B, Jim & Christy Smith, Harry & Andi Heidel in their MG B, Carl & Robin Snyder also in an MGB, Ryan & Cathy Laughy in a Sunbeam Alpine, Matt Hartley & Elyse Bristow in the '66 XKE, Eric Wahlman in his MG B, and Al Boring in his European Ford. The weather could not have been better, and the temperature cooled down once we peaked the summit near Lassen Park. The Heidel's graciously went ahead and reserved the club a very nice spot near the creek in the picnic area at Hat Creek.



Shortly after it appeared everyone had finished lunch, Gary (via the Youngs!) surprised Eileen and me with a birthday cake. Eileen's had been two days earlier, and mine was the following Saturday. I would like to say thank you to the club for supplying the cake; it was very much appreciated on my part. I was also pleased to win the informal "fastest car" award for the day. However, I was far upstaged by Mr. Wahlman, who won the "hot date" award in a no-contest vote. See the picture below; what a knockout! Thanks again to those who arranged this excellent event.



Eric & his date!



We let THAT guy write our newsletter!?!?!?

Calendar

October

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

November

- 11th ~ Meeting, 7pm, Good Times Pizza in Anderson
- 17th ~ Polar Bear run

December

- 9th ~ Meeting, Good Times Pizza, Anderson, 7pm.
- 14th ~ Christmas Party – more info TBA.
- 30th ~ Event Planning meeting to be held at the Heidel's.

Sunday, September 29th ... the Brits were called and the Cats responded!

By Harold Robertson

I got the call from Larry Jackson Sunday morning: Don Waber had emailed RBCC members for a spontaneous fun run, but since I had recently changed my email address, I was out of the loop. The run was 3-1/2 hours away... was I going? Why not!

We met in the parking lot of Sunset Market at 1:30, it was a sunny Sunday afternoon... temp in the high 70s, maybe low 80s... stunning cover of fluffy white clouds overhead. When I arrived in my 68 E-type, the Wabers were already there with their bright red MG. Eric Wahlman was there to see us off-- sans MG—a previous commitment would keep him from joining us on the Tour. A few minutes later Larry Jackson roared up in his 1951 XK120... and soon after, Gary and Eileen Hartley arrived in their '66 E-type!



It looks like the Cats would rule this outing! With the MG in the lead we headed west on Highway 299, and took the turn towards Keswick Dam. You couldn't ask for a more perfect day... The two roadsters were up front, with the FHC next, and my 2+2 bringing up the rear. What a view I had: seeing these fine pieces of old world British craftsmanship negotiating the curves and hills of Shasta County country roads with grace and pace.

We stopped for a short break at Keswick Dam, which gave us an opportunity to check out each other's cars a bit. I got a good look at the MG back at Sunset Plaza, so at this stop the interest centered around the differences between the 66 Jaguar FHC, and my Federalized 68 2+2. There are a lot of little differences, but mainly it boiled down to the fact that even though I have one less carburetor, mine is nine inches longer, and I feel really good about that!



Someone mentioned that the MG wasn't pushing the speedo as hard as some might like, so we continued on in a different order: Larry in his XK120 led off with tires squealing! I took second position with my 2+2. Gary and Eileen filled the third position, and the MG brought up the rear. Larry led with a good pace, winding through the country roads up to the lookout over Shasta Dam and then back towards Redding. No one really had a hard time keeping up as far as I could tell, although I was pushing my 2+2 to the edge of my comfort zone. (Of course, after I rebuild my suspension this winter, my comfort zone should be enhanced quite a bit.)



We gathered at the TCBY Yogurt shop on Lake Boulevard for refreshments and conversation. Don did suggest that the Cats were running at about his maximum speed... I said it wasn't about speed, it was about style.

But then, when you have both....

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. Thank you, Gay Talmey.
- 1985 Jaguar XJ-6. \$1200. Call Dean @ 275-9532. Located in Redding, CA.

Palo Alto 2002

By Gary D. Hartley

Every year the city of Palo Alto plays host to the largest cross-marque show of British cars in this part of the world. This year's report from organizer Richard Freibusch:

"After a year off due to road and park repairs, the Palo Alto meet came back on track on a new lawn and few glitches. Anticipation was high and people were really happy to come back El Camino Park again this year.



Saturday, Sept. 7 was the "Tour To The Sea" with over 80 cars leaving the car park in Palo Alto in groups of six, arranged by size and horsepower to rendezvous at Cameron's Pub in Half Moon Bay. A number of club people from the Santa Cruz area drove north on the coast highway and the Jensen Club set up their own rally amongst the same roads in the same hills as the official tour. There were so many British cars on the road that it could have been England! By noon almost 120 cars filled Cameron's car park, and the side street, and the highway shoulder. Participants came from as far as Los Angeles and Carson City Nevada.



Sunday, Sept. 8 The Big Show. Over 550 cars came from all over California as well as some from Oregon, Nevada and Arizona. More than ever came on trailers. There was a recently restored, red Healey Silverstone that really caught my eye, as did Del Boscacci's little faded blue A.C. Ace, as original as it left the factory. Somebody brought an early 1950s Rolls that had been

stretched between the doors like they do today but looked to be a very long standard car in black with huge white sidewall tyres. Someone whispered that it didn't have a proper engine. The Jags were amazing and more Morris Minors than we'd seen in a long time. Participant gifts were large 15oz coffee mugs and dash plaques with this year's Union Jack-behind-the Postal-van logo.



There seemed to be one of about everything there from a minute Peel mini-car made on the Isle Of Man to a blue painted, restored London Bus used as a promotional vehicle for a San Jose bicycle shop. One jolly fellow brought a 472 cube Cobra both days terrorizing the tourers on Saturday and awing the audience on Sunday. A number of British bikes were parked at the corners of the car park.

Held in tandem with this all-marque British Meet was the West Coast American MGB Association Convention, which brought out over 100 Bs and Midgets and the first time inclusion of the Arcane Auto Society. The Arcane folks brought some amazing iron (or in some cases fiberglass). The above-mentioned Peel won the people's choice award but it was a tough choice with contenders like Citroen 2CVs (one a German-made roadster conversion), Isetta front-loaders, a DKW, and an Austin or two. Along with the good showing, they signed up a number of orphan British saloons that have no local clubs.

All had a great day. The AMGBA gave their additional MG and Midget awards earlier in the afternoon, followed by the Palo Alto, People's Choice Awards. Winners included: Best Prewar; Peter Lundquist's '27 Austin Chummy - Best Saloon; Burt Pershol's 1956 Rover 60 - Best Sports Car; 8-year-old Brandon O'Connor's MG-TD bodied go-kart - Best Commercial; Chein Lieu's just restored 1954 Land Rover- Best Daily Driver; Keith & Pam Shuckart's 1964 Land Rover, Club Participation, The Bay Area Lotus Club."

Eileen and I had a great time on the tour and at the show, and even connected with some relatives in the area Saturday night. The MGB performed flawlessly, even though Eileen talked me into taking tools along (I would NEVER do this on my own!), and won second place in the American MGB Association voting. It was up against some trailer queens, but showed well as always. That car ROCKS!!

Ask me about the 426 Hemi Bug Eyed Sprite...

As part of the Northern California Cat Pack (E-Type Jag owners club), we met for breakfast the day of the show, and had a ride back to the show grounds in a 911 Porsche (not too disappointing). We saw Greg Reimann and Dave Forseth at the show, and apparently Jerry Ponce was there as well. Might think about a gathering of our own in future years!

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Chico Concours

By Larry Jackson

A couple of weeks ago was our local Concours about 80 miles south in Chico. We always go to the get together that the organizers have for out of town entrants the day before. Well about 2 miles from the get together which is on a country road, I had just made a right turn, gone about 400 feet and coming toward me, about 200 feet away was a fast moving late 70's Pontiac station wagon which didn't make the S turn and proceeded to slid sideways in the gravel towards me. Well, I braked and watched to see where he was going to go. He ended up with the rear of the wagon about 40 feet from the front of the Beast.



The picnic was great. About 30 cars were there, 6 Jags including my 120, a couple of MK IIs, Mk I, V-12 E, and a 2 ½ liter SS100. There was a couple of '20s Lambda Lancias and a 14 liter, yep 854 cubic inch 1916 Le France dual chain driven Sports Car. These cars had driven on a 500 mile rally that the Sierra Nevada Brewery has sponsored the last couple of years.

Now here is one for the UK chaps. It was a 1934 Railton, which I was told was built in England on a Hudson chassis with the straight 8 drive train. The car really looked good and ran very smooth and quiet, unlike the Le France, considering it had no muffler. The concours had around 200 cars. A 1955 300SL gull wing that just got out of a 10 year restoration that was next to us got first place, a newly restored MGA got second and we were tied for third, but a 1955 Lancia Aurellia took the prize with extra points given for running the rally.

My friend Fred's MK I got third in his class and one of the MK II's got second. First in that class was a \$300,000 1952 Mercedes S. The other MK II got a first in its class. The V12 E got first in his class and some other special award.



There are a lot of foreign cars at this show, including Red, Yellow and Black Ferraris. There were over 200 cars this year as the Model A Clubs were gathered for the 75th Anniv and attended the show.

The day was rather warm with not a breeze to be felt. We stopped at Buds Jolly Cone in Redding on the way home and met a guy from Redding who had had a 120 and MK II Jag some time back. Some of the Club members in attendance were Gary and Matt Hartley who came by in the early morning and Harold Robertson, who drove down in his E.

Funny Stuff... from Oscar

You know you drive a beater if...

- It was stolen once and found two blocks away... on the same street!
- The car uses more "other" fluids than gasoline!
- After a minor fender bender with a lamp post, some stuff that was broken before starts working again.
- Your kids won't let you drop them off at school in your car.
- You loan it to someone for a five-minute trip, but it takes you ten minutes to tell them how to start/drive it!



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