

Redding

British Car Club

April 2021

Compiled & Edited by Charles Laurence

From your editor – What a difference a month makes. We held our March meeting in Rich Kenny's barn with temps in the 40's. On Monday, April 12th we had to sit in the shade in the parking lot of the Civic Auditorium. There were 10 of us who showed up to discuss all things British Cars.

Evert threw out the idea of moving our meetings back to the Lighthouse as the weather gets warmer. It was suggested that we shoot for July, and Evert will check with the Lighthouse and let us know.

Evert reminded us that the first event of the unofficial Cool April Nights will be held this Sat, 4/17 at Cicada Cantina on Hilltop Drive from 3:00 to 7:00. See the full schedule in this newsletter. We also discussed future drives. It was suggested another trip to the California

Automobile Museum in Sacramento and Evert will check into that. Watch your e-mail for date & time.

We got a couple of road trip stories from our Stonyford run. Charlie Williams broke a spoke on his TC and Charley Fitch developed a mysterious miss in his TR-6 above 3,000 rpm. Both made it home safely.

Charley Fitch announced that with a few new members we now have 37.

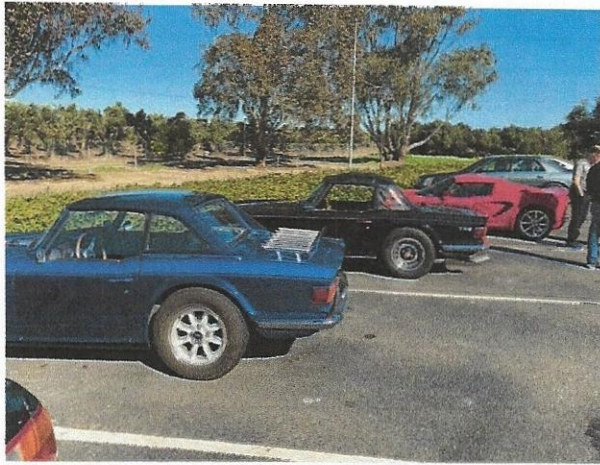
I would like to call once again for your stories. It can be about an interesting drive you took in your British Car, or a renovation project you've been working on or a persistent problem you've been dealing with. Anything related to British Cars will be welcome. Write me at:

charleslaurence42@gmail.com

Recent Events

Colman Fish Hatchery Run – It was a beautiful sunny morning on Thurs, March 25th when 6 cars arrived at the Sunset Plaza shopping center along Hwy 299 at 9:30. There were 3 TR's (a 4, a 6, & a Spitfire), an MGB and my daily driver. We headed east a couple of miles before making a left on Lower Springs Rd then on to Swasey Drive to a right on Placer Rd. We stopped to stretch our legs at the Clear Creek Bridge before continuing on to Gas Point Rd into Cottonwood where we stopped again. We checked out the gift shops before continuing on to Balls Ferry Rd and

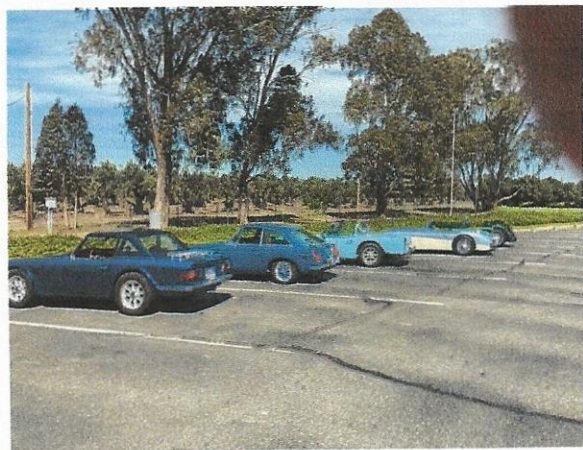
then Colman Fish Hatchery Rd where we stopped for lunch next to Battle Creek. From there I headed straight home putting on about 70 miles while the rest went on to Millville via back roads.



Woodson Bridge tour – It was another beautiful day on Sat, March 27th when 5 cars consisting of 2 TR's, a Lotus and 2 daily drivers met at the Bowman Rd car park at 9:00 in the morning. It was great to see new member Billy Nickerson with his beautiful red Lotus Elise. We headed west on Bowman Rd to a left on Hwy 36 then a right on Baker Rd and a bunch of back roads that eventually dumped us out on I-5 heading south to Corning. We

made a pit stop at the Rest Area which turned interesting when a red Cobra pulled in. He was a fellow from Lewiston who said he drove it often. I was reminded of the time I once met a Cobra Club at Tahoe and asked one of the drivers how to tell an original from a replica. He told me that if I saw it on the road, it was a replica. Originals are too valuable to drive. From the Rest Area we continued to Corning where we turned east on South Ave to Woodson Bridge where we stopped for lunch. After lunch we took a brief walk over to Deer Creek before heading home. I went east over to Hwy 99 and then back to Redding for a total of 135 miles.

Stonyford Run – Evert called this one for Wed, April 7th because the weather was



supposed to be conducive and it was. We met at the Bowman Rd car park at 10:00 in the morning. There were 7 cars consisting of 2 TRs (a 4 & a 6), 2 MGs (a TC & a B) and an Austin Healy 3000 as well as 2 daily drivers. We headed out Bowman Rd to a left on Hwy 36 towards Red Bluff and then a right on Baker to a bunch of back streets that only Evert knows to the I-5 Rest Stop. After a brief pit stop, we took the Corning Rd off ramp west and then a left on Black

Butte Rd to Stony Gorge Reservoir where we stopped for lunch. That part of the ride was through some of the prettiest scenery I've seen since moving to Redding. After lunch, I followed Evert on to Stonyford before turning back towards I-5 and back home.



Lunch at Stoney Gorge

From the Members

From Charley Fitch – Charley sent me an interesting story about a Triumph adventure titled “Climbing the Moki Dugway” in Utah. Check it out with this link:

<https://patrickcumby.com/finding-the-moki-dugway/>

From Evert -

Invitation for you to join our Iceland Frost and Fire Tour July 2022.

Full details of the tour, including a sixteen-page brochure with extensive details and prices may be obtained from the this web site [link](#)

A Luxury fully escorted tour on the roads of Southwest Iceland

Our Iceland Frost and Fire Tour (27 July - 5 August 2022) is a 10-day fully escorted, self-drive adventure centered on the south-west of the country.

The group will be shown such hidden treasures as the Snæfellsnes Peninsula, the geothermal wonders of Geysir and the iconic Gullfos Waterfall.

Accommodation is of the very best throughout with nine nights in 4-star hotels offering three-course, gourmet dinners every evening. Group dining gives you the opportunity to get to know each other and strike up new friendships through shared interests and enthusiasms.

The tour also includes a number of intriguing 'extras' including a visit to the world-famous Blue Lagoon, a group ride in a converted NASA vehicle up a glacier, an ice cave excursion and a guided coach tour of Reykjavik.

You will be supplied with a fully loaded satnav detailing the route and the various planned stops. In addition you are provided with a Backwater Tour tour book and rally plate and the whole tour is escorted throughout by experienced Backwater staff.

Every aspect of the Frost and Fire Tour has been fully researched. All the hotels have been visited and the tour has been meticulously planned to maximise our group comfort and enjoyment.

The tour group consists of only twelve couples and numbers will not be increased however heavy the demand with only a few left.

Full details of the tour, including a sixteen-page brochure with extensive details and prices may be obtained from the this web site <https://midd.me/KhY6>

You can also have a printed copy of the brochure posted to you without obligation, just email: paul@backwatertours.co.uk .

What's Included:

- Accommodation in four-star hotels for nine nights
- Welcome drink and tour briefing
- Three-course dinners every day (Western cuisine)
- Full breakfast every day
- Guided coach tour of the highlights of Reykjavik
- Visit to the Blue Lagoon

- Lunch (days 3 & 4)
- Coffee and lunch stops
- Glacier and Ice Cave trip entrance
- Sat Nav supplied (as loan for tour duration) loaded with full route options and hotel destinations
- Small group of 12 couples.
- Backwater Classic Car Tours comprehensive tour book & rally plate
- Escorted throughout by Backwater Tours personnel

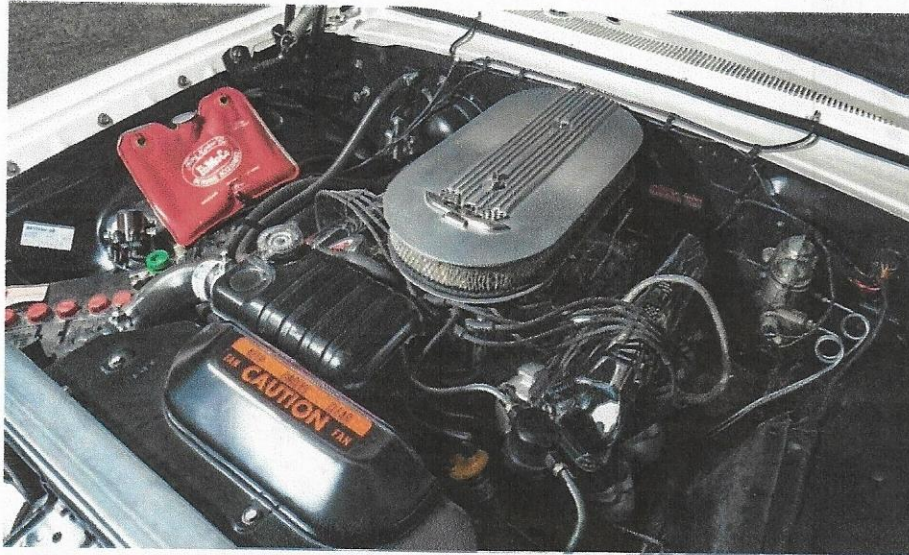
What's Not Included:

- Air fares to Iceland are not included, but are not expensive
- Car hire (giving you the flexibility to have the vehicle of your choice with your own travel schedule)
- All beverages

5 famous V-8s whose displacements stretched the truth

We know that the 1960s were full of horsepower hijinks, but did you know that manufacturers sometimes fibbed about the size of their engines? Indeed, that burbling V-8 in your beloved classic may actually not measure up to its promised displacement. We rooted out five of the worst offenders.

Ford/Mercury 427 Available from mid-1963 to mid-1968, the 427 was Ford's crowning achievement in the 1960s, carrying the torch during Ford's "Total Performance" reign of global competition. However, to American enthusiasts, the 427 is best known for powering Fords and Mercurys to success on the drag strip and in NASCAR. The FE-series engine was introduced at the same time as Ford's semi-fastback roofline for the Galaxie 500 and Galaxie 500/XL (as well as Mercury's Marauder sub-series), and the silhouette's aerodynamic advantages helped maximize the



the engine's performance on the banked ovals. The street 427 was available with either a single or pair of four-barrel carburetors for 410 or 425 horsepower, respectively. Several thousand 427s were built through 1964,

with popularity falling drastically in 1965, the last year of big Mercury; in its swan-song year of 1967, the 427 was installed in 89 full-size Fords.

Mecum/Andrew Link

Even with pressure from the GTO and Chrysler's Hemi, Ford produced only 57 1966 Fairlane 500 hardtops carrying the 427, which were joined by a nominal 229 Fairlanes and 60 Comets and Cyclones in 1967. The very last 427 produced was the 1968 Cougar GT-E (detuned with hydraulic lifters and a four-barrel for 390 hp); after the '68 model year, it was replaced by the 428 Cobra Jet.

The 427's bore and stroke was 4.232 x 3.784 inches. Plug that into your engine-displacement calculator and you'll get 425.816 cubic inches. Since Chrysler already had a 426, did Ford wanted to advertise a superior size?

Pontiac 428

As far as the bigger Pontiac engines are concerned, the 428 is somewhat lost between the 421 from Pontiac's racing heyday and the massive 455. However, from 1967–69, the 428 was the top engine for Pontiac's full-size series. Initial power output was 360 hp or, in High Output (HO) configuration, 376. For 1968, those ratings were bumped to 375 and 390 hp, respectively. For 1969 a lesser, 360-horse version became standard for the Bonneville, though HO was still optional for all full-size Pontiacs. The 428 also was available for the downsized 1969 Grand Prix, with

a 370-horse iteration standard with the SJ package and the HO optional for both the J and SJ. The latter made for a personal-luxury car that was faster than some GTOs. Alas, the 428 wasn't quite what it seemed. When you account for the 4.12-inch bore and 4.0-inch stroke, actual displacement comes out to 426.613 cubic inches.

Ford/Mercury 428

A member of the FE engine series like the 427, the 428 debuted for the 1966 model year. Unlike the 427, the 428 was designed to deliver smooth, streetable power—it was rated at 345 hp. Though available for all full-size Ford and Mercury models, it was showcased in the Galaxie 7-Litre and S-55. The 428 continued to be available through 1968, though it was available through 1970 in 360-horse Police Interceptor form. The 1967–68 Shelby GT500 also used the PI 428.

Of course, the 428 is most famous for the Cobra Jet variant that debuted at the 1968 Winternationals and hit the streets in April of that year. It was rated at 335 horsepower but was actually was more powerful than both the regular and the PI 428. Though available for FoMoCo's pony cars and mid-sizers in 1968, the 428 Cobra Jet was discontinued for mid-size cars in 1970 and pony cars in '71.

The 428's bore and stroke measured 4.132 x 3.984 inches, which equals 427.386 cubic inches. Yes, you read that right—the 428 is a 427! Because Ford already had a 427 of sorts, the folks at Dearborn simply rounded up.

Pontiac 350

Pontiac's 5.7 often gets lost in the shuffle, even though it was produced well into the 1970s. The 350 was Pontiac's bread-and-butter option for mid-size vehicles and Firebirds starting in 1968 (it replaced the 326), but the High Output variant was overshadowed by the GTO and Firebird 400. The 350 HO was rated at 320 horsepower and available in the Firebird HO plus any A-body coupe, convertible, or sedan. For 1969, horsepower jumped to 325 horses for the Firebird HO and 330 for A-bodies. This was the same engine that had been planned for the stillborn Tempest-based "ET" that evolved into the GTO Judge.

Even so, a 3.875-inch bore and 3.746-inch stroke doesn't equal 350 cubic inches. In fact, it yields 353.42.

Pontiac 326

None of the above engines have the twisted history of Pontiac's 326. First appearing in 1963, the 326 featured a bore and stroke of 3.781 x 3.746 inches, which equals 336.481 cubic inches. What gives, Pontiac?

Starting in 1955, small GMC trucks with gasoline V-8s began using Pontiac engines. For 1958, GMC took Pontiac's 370 block and gave it a 3.875 x 3.5625 bore and stroke for a total of 336.107 cubic inches. The following year, GMC took the new

389 and recreated the 336 with new dimensions. An evolution of this engine was made an option for the 1963 Tempest series as a replacement for Buick's aluminum 215 V-8: two-barrel variants made 250 or 260 hp, depending on compression ratio, and the four-barrel High Output version made 280. But you've probably heard the folklore about cubic-inch edicts at General Motors at the time; for smaller cars, that limit was 330 cubic inches. As such, Pontiac called the 336 a 326. According to Pontiac historian Don Keefe, corporate brass caught wind of the transgression and made Pontiac correct the issue. Therefore, from 1964-67, the 326 featured a 3.71875 bore for a more politically correct final displacement.

Know of any other engines that don't live up to their advertised displacements? Tell us about them!

Classified

This section is for you. It's meant to list anything (British Car related) which you need (parts or cars), or have for sale.

1974 TRIUMPH TR6 FOR SALE.

My fully restored TR6 is being offered for sale. I purchased it five years ago after a full restoration was completed. It is a great classic British sports car and I have really enjoyed owning and driving it. I am raising money to purchase a 4x4 truck as I sold my Ram 4x4 diesel to my son so he could pull his travel trailer.

The TR6 is in excellent mechanical and cosmetic condition with green paint and tan interior, top, top cover and tonneau cover (not installed). It has 56,000 total miles. I have put on about 2,000 miles since the restoration was completed. It has only been used on Redding British Car Club tours and events and never driven in the rain or at night. It is stored in a clean, carpeted garage with a trickle charger on the battery.

The TR6 was stripped to the bare frame and the frame was painted. Drivetrain, brakes and suspension parts are all new, upgraded or rebuilt. The remaining parts were used if good or replaced as necessary for proper function or cosmetics. Receipts for restoration parts total about \$15,000 and estimated restoration labor was 1800 hours over a thirteen year period. I have put an additional \$3000 into the car. Part receipts, chronologically arranged, come with the TR6.

The six cylinder 2.5 liter rebuilt engine starts easily, runs smoothly and is very strong. It has additional horsepower over stock due to the installation of twin SU

carburetors, an exhaust manifold and a Monza Exhaust System. The TR6 handles well reflecting a rebuilt front suspension, rebuilt rear suspension with heavy duty springs and tube shock conversion, and a quick ratio steering rack.



A new tan car cover is included as are new spare parts including tonneau cover, seat cushions, alternator, filters, gaskets and belts. Many original parts are provided including two Solex carbs, the exhaust manifold, luggage rack and front bumper guards. Operating

manuals, restoration manuals and general interest TR6 books are included.

The horn contact pin needs adjusting so the horn currently has its power disconnected.

This classic British sports car is a nicely restored, well running TR6 for perfect for touring or local car shows. You can't beat it for a fun top-down drive through the Sierras or generating interest at Caffeine and Cars shows.

I bought the car for \$16,000 and have priced it at \$16,000 firm for local sale. When the California Auto Museum reopens, I will put the TR6 in their classic car sales room at over \$20,000. If you are interested call Bob Harris at 530-547-3525.

Wanted – Pre 1960 MGA. Not looking for a show car. Just a good solid runner. Paint, body & interior unimportant. Charles Laurence 530-782-0546

COOL APRIL NIGHTS

April 17-24 2021 Events 

SEE YOU
OUT THERE!

- 4/17/21 3pm-7pm 4th Annual ION Car Show Cicada Cantina
4/18/21 10am Kool Axe Show N Shine Timberlords
4/18/21 11am-3pm Elks Running On Empty Car Show Redding Elks Lodge
4/18/21 3:30pm Bailey Motors 4th Annual Show & Shine Bailey Motors
4/19/21 3pm-8pm Show N Shine Portside Fish and Chips
4/20/21 2pm-6pm 2021 Show N Shine Shasta Pizza Co Anderson
4/21/21 11am-3pm House of Spirits Show N Shine Karma's House of Spirits
4/21/21 3pm Cool April Car Show at Redding Dragstrip Redding Dragstrip
4/22/21 4pm-5pm Red Lion Hotel's Cool Show Red Lion Hotels
4/22/21 6pm-10pm PIBBS Bike and Car Show PIBBS Sports & Family Gathering
4/23/21 7am-11am Benton Airpark Show and Shine Benton Air Center
4/23/21 1pm Yes We Can Show N Shine and Poker Run R&R Auto Truck Repair
4/23/21 2pm Hen House Show and Shine Hen House
4/23/21 4pm-6pm Trucks Only Show N Shine Cafe Paradisio
4/24/21 3pm Not So Cool April Nights Car Show and Cruise Benton Airpark
4/24/21 1pm Show, Shine, and Meet Up Nor Cal Rod & Custom

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