

Redding

British Car Club

Jan 2021

Compiled & Edited by Charles Laurence

From your editor – It was a beautiful afternoon on Monday, Jan 11th as a group of us met on the lawn next to the Civic Center at 2:00. There were 12 of us respecting proper social distancing. Al Boring asked if anyone knew where he might be able to find a steering rack for an MGA.

We are fortunate to have a president in Evert Dale who loves to drive but also knows the backroads around the north state due to his years covering the North State for Cal Vet Loans.

Evert once again called for dues and I must say our dues of \$10.00 is the lowest I've experienced in my 35 years of involvement with car clubs. Take a moment and send your check payable to Charley Fitch at 1112 Coggins St Redding 96003.

Evert suggested we do a drive this Sunday to Digger Bay. We'll meet at

1:30 at the Shasta Dam Visitor Center. I would urge you to join us even if your British Car is not up to the drive. The camaraderie is well worth the time.

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.

I've found an MGA down in Reedley and a couple in the L.A. area. But with that part of the state in lockdown, I'm going to wait until I can go look at them. The one in Reedley is much nicer than I need and priced accordingly. But it may be the best way to go. If you have any suggestions call me at 530-782-0546.

Recent Events

Gas Point Rd Run – It was a beautiful sunny day on Sun, Dec 20th. The temp was 58 degrees at 1:00 as a group of us met at the Bowman Rd park & ride. There were 7 cars consisting of 3 Triumphs (TR-4, TR-6 & Spitfire), an MGB and a Mini as well as 2 daily drivers.

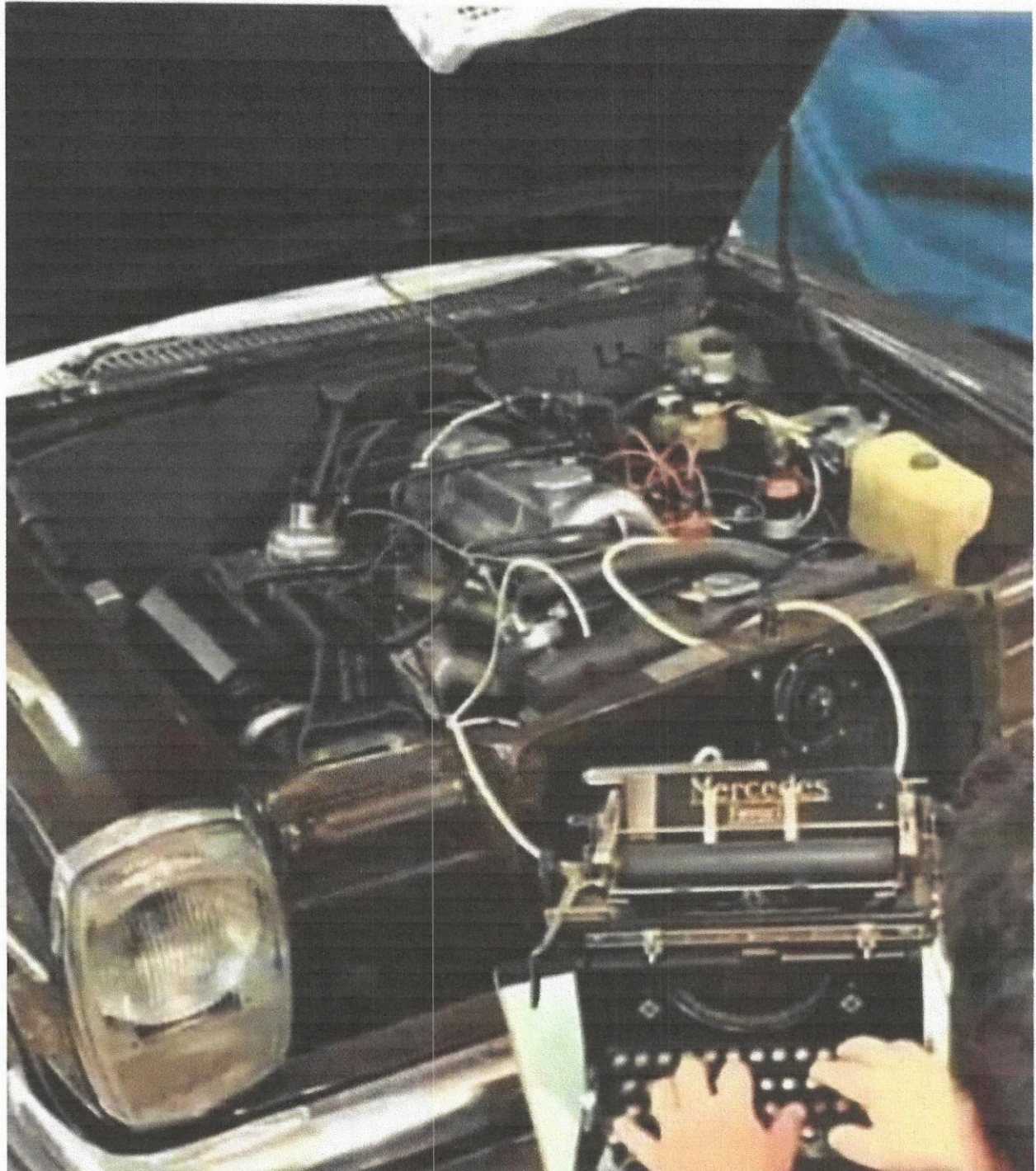
We motored north a couple of miles to meet up with Gas Point Road where we headed West for about 5 miles before it turned North and the twisty-turnys began and the sports cars really started having fun. This went on for another 15 miles with

a brief drive through the Northern California Veterans Cemetery which was colorfully decorated with wreaths placed at every headstone. If you haven't been there it's worth the drive. Shortly afterwards, we turned left onto Platina Rd through ONO and into the area scorched by the Zogg fire. I was struck by the devastation and yet within that area the number of houses that were saved. A true testament to the efforts of the firefighters in our area. From there we turned right onto Rainbow Lake Road which we followed to the end of the pavement where we made a stop to stretch our legs. Then back down to Platina and onto Clear Creek Road for a stop at the Clear Creek Overlook to see if we could spot any salmon. For me it was an easy ride down Clear Creek Rd to 273 and back into town. We covered a total of 65 miles with proper social distancing and I was home by 4:00. A great day with wonderful people.

From the Members

(This Space is for you)

When the young mechanics ask you how you did tuning before laptops, show them this!



From Charley Fitch –

5 cars that won't make it to 2021

All good things must come to an end. As 2020 draws to a close and several vehicles roll off the factory line for a final time, here are five memorable machines that we sadly won't see in the New Year.

BMW i8



After six years on sale, the BMW i8 still manages to look like a car from the future. It was a truly bold idea to build a premium sports car with hybrid power and only now, as legislation forces them, are other manufacturers following suit. If BMW made an error with the i8 it was perhaps favoring efficiency over outright performance. The car looked seriously fast, but was really only moderately so. With its Mini-derived three-cylinder, 1.5-liter turbo engine producing 228 hp and the hybrid synchronous electric motor adding a further 129 hp, the combined output was still short of an equivalently-price Porsche 911.

The i8's carbon construction did its best to keep the mass to a minimum but with batteries on board it was no lightweight sportster. The i8 made most sense as a grand tourer, able to cruise along on silent electric power for up to 18 miles or use gas to travel up to 320 miles. Some 20,465 owners were happy to put up with the artificial sounds from the engine, just to arrive at their destinations looking like time travelers as they swung open the butterfly doors.

Aston Martin Rapide



Aston Martin sedans have always been a rarity, and the decade-long production of the Rapide didn't do much to change that when the final model rolled off the production line in 2020 (the last U.S. versions were 2019 model year cars). Essentially a stretched DB9 with two extra doors and slightly more spacious back seats, Aston Martin was initially quite ambitious with its plans to build 2000 a year. There was much to like about it with the long, low design looking cohesive, not like some aftermarket Vegas strip joint's stretch. The six-liter V-12 was silky smooth and provided 470 hp for performance to match the car's moniker. Sales, however, never met expectations even with the addition of a limited-run AMR version which topped 200 mph. Aston Martin tried to extend the life of the Rapide by developing a 600-hp electric edition, but the project was ultimately axed. In good news Aston's answer to those seeking more space is the [DBX crossover](#) which looks like it will do the job rather better.

Bentley Mulsanne



The [demise of the Mulsanne](#) truly marked the end of an era. With the departure of the biggest Bentley went the [final 6.75-liter V-8](#), an engine that in one form or another had seen service for 61 years. The Mulsanne's significance goes even deeper, as it was the first car to be developed in-house by Bentley in 80 years, slipping in between its Rolls-Royce platform-sharing days and the VW Group's ownership. It may not be a beauty but its brutish looks and sheer size, heft, and power guaranteed its sense of presence in any company. Over the ten years since its first introduction in 2010 the Mulsanne received regular updates, including an even bigger extended-wheelbase version to challenge the Rolls-Royce Phantom. Our favorite has to be the Speed, with its 530 horsepower and 190-mph capability. Over 7300 Mulsannes were built and the very last one went to an American buyer in June 2020.

Aston Martin Rapide



Aston Martin sedans have always been a rarity, and the decade-long production of the Rapide didn't do much to change that when the final model rolled off the production line in 2020 (the last U.S. versions were 2019 model year cars). Essentially a stretched DB9 with two extra doors and slightly more spacious back seats, Aston Martin was initially quite ambitious with its plans to build 2000 a year. There was much to like about it with the long, low design looking cohesive, not like some aftermarket Vegas strip joint's stretch. The six-liter V-12 was silky smooth and provided 470 hp for performance to match the car's moniker. Sales, however, never met expectations even with the addition of a limited-run AMR version which topped 200 mph. Aston Martin tried to extend the life of the Rapide by developing a 600-hp electric edition, but the project was ultimately axed. In good news Aston's answer to those seeking more space is the [DBX crossover](#) which looks like it will do the job rather better.

Ferrari GTC4Lusso



This one really does bring a tear to the eye. The simply wonderful shooting brake-styled [Ferrari GTC4Lusso](#) is making way for another crossover. Yes, Ferrari promises that its upcoming Purosangue will still be a “pure blood” prancing horse, but can it really deliver? The four-seater, four-wheel drive GTC4Lusso evolved from the FF of 2011–2016 with an updated version of its all-wheel drive system and 3.9-liter twin turbo V-8 as an alternative to the 6.3-liter V-12. It remained roomy enough for four and their luggage, stunning inside and out and just the perfect car to drive to Aspen for a weekend’s skiing and be back in New York when the banks open on Monday.

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.

MGB Starter - I have a brand new starter for an MG that I don't need any more. Got it from Moss Motors and it's still in the box. Good one for having around. \$50. Bob Logan 227-6479

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