

Redding

British Car Club

Feb 2021

Compiled & Edited by Charles Laurence

From your editor – Another beautiful day on Monday, Feb 8th when 15 of us met at 2:00 on the lawn west of the Civic Auditorium.

Charley Fitch announced that we now have 24 members paid for 2021 and I would urge you to send him your check for \$10.00 if you have not done so. His address is: 1112 Coggins St Redding 96003. Make your check out to Charley.

Our president, Evert said he needs someone to take over the management of our Website. If you've never visited the site, you owe it to yourself to check it out: www.reddingbritishcarclub.com.

I waited a bit to see if there were any other takers, then volunteered to take it on. I have been in contact with Bill Becker who has been managing the site despite the fact that he has moved out of the area. He & I will get together later this month and hopefully I can figure it out.

Evert announced that we have a new member, Jeffrey Torres who drives a

'59 Bugeye Sprite. I'm looking forward to seeing him on one of our drives.

We talked about future events and it was suggested that we get a reservation for our Christmas Party. Evert has since notified me that he has made a reservation for us for Sunday, Dec 12th at C.R. Gibbs located in the Best Western on Hilltop.

We also discussed a shop tour which we'll definitely do later in the year. On that subject, Larry Jackson announced that this is the 70th Birthday of his '51 Jaguar XK-120. He plans on having a party for his car later this year.

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.

Recent Events

Digger Bay Run – It was a beautiful sunny summer day except it was in January. A group of 7 cars met at 1:30 on Sunday, Jan 16th at the Visitors Center at Shasta Dam. There were 4 Triumphs (a TR-4, a TR-6 & 2 Spitfires), an MGB, a Mini and

a daily driver. We headed out on Lake Blvd, past Fisherman's Point to a left on Shasta Dam Blvd and then another left on Shasta Park Drive which leads you onto Digger Bay Road which essentially becomes a one lane road with some great made for British Sports Car twisty turneys. At the end of the road, we parked in the upper parking lot and walked down to where we could actually see the lake which is down from the crest about 100 feet. To be honest, I'd never heard of Digger Bay so it was an interesting drive for me.

From there it was back to a left on Shasta Dam Blvd which we followed to a left on Cascade Blvd just before I-5. We followed Cascade which becomes Union School Rd to Old Oregon Trail where we took a right and then a left on Bear Mountain Rd which we followed to Dry Creek Rd where we turned left to Jones Valley where we turned right and followed to the end and the Jones Valley Boat Launch.

From there it was back home and I only put on 41 miles but it was some beautiful North State back roads scenery. A great way to spend a Sunday afternoon.

From the Members

From Evert Dale – Received the following from Nick Dixon with Penn Oil:

My name is Nick Dixon and I am the Regional Sales Manger for PennGrade 1 High Performance Oils out of Lebanon IN. The purpose of my email is to let all know that our PennGrade 1 High Performance Oils are the choice of many of the British car enthusiasts in the US. This is due to the fact that our line of PennGrade 1 oils possess a typical 1500 ppm (parts per million) of Zn (zinc), 1400 ppm of P (phosphorous). This constitutes the entirety of the product's AW (antiwear) package.....known specifically as ZDDP (Zinc Dialkyldithiophosphate) which gives protection to the Flat-Tappet cams.

It has come to our attention of late that many of the British car enthusiasts did not know that PennGrade 1® Multi-Purpose 'Classic' Gear Oil GL-4 SAE 80W-90 is available for their classic manual transmissions and transaxles. I have attached a Product Data Sheet for you and please feel free to share with your members. Thank you.

On a side note additional information can be found at: www.penngrade1.com

(See attachment)

PennGrade 1® Multi-Purpose 'Classic' Gear Oil GL-4 SAE 80W-90



Product Description

PennGrade 1® Multi-Purpose 'Classic' Gear Oil GL-4 SAE 80W-90 is a specially blended using high quality premium mineral base stocks and select additive technologies. It is designed to be used with "yellow" metallurgy (brass, bronze, copper) and other 'soft' metals used in synchronizers, bushings, thrust washers and other components typically found in classic manual transmissions and transaxles. In applications specifying API GL-4 quality lubricants, use of API GL-5 lubricants with higher extreme pressure additive activity/concentration can damage these 'soft' metal components. It is not intended for use in 'limited slip' applications and does not contain friction modifiers which can interfere with proper synchronizer performance. **PennGrade 1® Multi-Purpose 'Classic' Gear Oil GL-4 SAE 80W-90** is recommended for use in such time-honored traditional manual transmissions as those made by Muncie, Rockwell, NVG/New Process, Borg-Warner, Saginaw and Ford as well as those used in many imports. It is suitable for use in Nissan UD trucks, Mitsubishi Fuso trucks, Volvo trucks and Mercedes Benz truck manual transmissions as well as the transmissions /transaxles on Nissan cars and SUV's, Mitsubishi vehicles and Suzuki vehicles calling for an API GL-4 level lubricant. Not for use in applications requiring API GL-5 quality extreme pressure (EP) lubricants or where OEM specialized fluids are mandated. Always consult the equipment owner's manual for proper fluid selection.

Typical Properties

SAE Viscosity Grade	Test Method	80W-90
Viscosity @ 100°C, cSt	ASTM D445	15
@ 40°C, cSt	ASTM D445	138.3
Viscosity Index	ASTM D2270	102
Pour Point, °F (°C)	ASTM D97	-27 (-33)
Flash Point, °F (°C) (min)	ASTM D92	450 (232)
API Gravity	ASTM D4052	28.4
Density, lbs/gal	Calculated	7.385

D-A Part Number:

Case – 12/1 Qt

77296



Also from Evert - Former members Royce and Edy Bishop who you remember hosted some great BBQ's at their home and took us on rides. Royce also took care of the Website for us. He put his '56 Jaguar XK-140 Roadster for sale on Bring a Trailer. The end of the auction came and the high bid was 45K. Royce was busy at the time and when he later looked the car had sold for 80K. Apparently bids can keep being made after closing if they are made within 2 minutes. This created a bidding war and a nice sale for Royce.

Word is the buyer will use the car as a driver and plans on shipping it to Malta to be run in a road race next year.

For details, go to the Bring a Trailer website and click Auctions, then click Results. From there find cars sold Feb. 4th and scroll through to find the Bishop's Jag.

Model Citizen

Paint and body man gives "dead" cars their due in 1/25 scale

The entire classic and collector car hobby is built on the concept of preservation and restoration. It's the reason many readers come to the [Historic Vehicle Association](#) website each day. It's written right into the HVA's mission:

"Through the collective efforts of enthusiasts, specialists, and professionals, the HVA aims to help ensure that our automotive heritage is more broadly appreciated and carefully preserved for future generations."

Mike McGee of Windsor, Ontario, has been part of that effort for 25 years, rebuilding and painting the broken and bent bodies of customers' treasured cars. At the same time, he was intrigued by the idea that many cars never get preserved or saved. What happens to the damaged or inoperable vehicles stashed away in dark, forgotten garages before they emerge as "barn finds" decades later? Who remembers the cars cast aside after a crash, catastrophic failure or that just are not worth the cost of fixing?

McGee, who had been an avid model builder since childhood, has been telling and selling those stories for two decades in the form of custom-built, one-of-a-kind 1/25-scale plastic models. They've certainly struck a nerve; he's sold about 400 over the past 20 years, many to collectors who have bought multiple models from him.

"They trigger peoples' emotions and memories," McGee says.

Mike McGee devised his own damage and weathering methods for his models.

McGee's professional work spawned a new twist on his model-building: if a kit for a customer's car was available, he'd buy it and custom-build it the way the car looked when it entered his shop. For some, it took a lot of work to recreate damage

or years of wear and tear. He'd give the "before" models to customers when they picked up finished cars.

"They'd get the biggest kick out of it," he says.

McGee also built models of his own cars, including a '57 Ford. He mainly starts with AMT 1/25-scale plastic model kits. The only way to get some cars, though—especially sedans and wagons—was to buy more expensive, finished resin models. In either case, the 58-year-old McGee draws on his own experience and memories to detail his models and create their background scenes.

"As a teen, I worked in scrapyards," he says. "As a restorer, I combed those yards for parts, so I was very familiar with how these cars ended up, and what they looked like with parts pulled. I knew how particular cars rusted or got damaged in collisions."

McGee also built models to keep for himself. As his collection grew, he created a 4×8-foot junkyard, adding cars, scrap motors, tires, and scratch-built parts and backgrounds. Customers who saw the display in his shop encouraged him to sell his work.



McGee's current scrapyard. See anything you like? "It was just a hobby," he says. "I didn't see it as a business."

But then he decided to try. McGee bought his first computer in 2000 and began putting some of his wrecked, weathered, and “barn find” models on eBay.

“It (took off) like wildfire,” he recalls, sounding somewhat surprised even 20 years later. “The models would have multiple bidders. Most sold for \$300–\$500.”

McGee’s models drew customers from around the world, and many commissioned special requests. He preferred those, he says, because it meant a guaranteed price versus luck of the auctions.

Renowned bronze sculptor Albert Guibara has been a multiple buyer. He once called McGee to offer some suggestions. One was to charge more for his work, and another was to include some high-end cars, like Ferraris and Porsches.

“He wanted me to know how special what I did was, but I didn’t change my ways over it,” says McGee, who preferred to stick with the cars he knew and grew up with. In appreciation of Guibara, however, he added a classic Ferrari 250 GT SWB to his current junkyard.

“If you have an old Ferrari, even in rough shape, it’s not likely to be in a scrapyard,” he says with a laugh.

McGee “junked” a vintage Ferrari by special request.

The owner of a large dismantler in Hamilton, Ontario, who had been buying many of McGee’s cars, surprised him with an offer to purchase his entire junkyard, which had about 60 models in it. “How much would you want?” he asked. McGee had to think quickly.

“He was a good customer, so I didn’t want to say no, but I also *really* didn’t want to sell it,” McGee recalls. “I gave him my I-don’t-want-to-sell-it-price: \$4,000. He just asked how we could arrange delivery.”

McGee decided to deliver the junkyard himself. Conveniently, the setup fit inside his father-in-law’s 1998 Chevy pickup. Coincidentally, McGee and his wife, Brenda, began their four-hour journey on the day of the 2003 Northeast blackout, not realizing that what they thought was a local power outage extended far beyond. They encountered other setbacks but made it to the buyer’s scrapyard, where all the employees were there to greet them.

Back home, McGee began assembling another junkyard with about 40 cars, which he would keep for himself. After selling his models on eBay for about six years, McGee felt a bit burned out with the auctions. He took a break but found sales were not as brisk when he returned. He began selling the models at car shows, where he says they always drew a crowd.

“I was amazed at how many people would hover around my table. They’d take pictures and tell me stories of their similar cars.”

McGee learned of WordPress and built a website (125scale.com) to showcase his work. By 2019, the site was getting 5000 visitors a month and earning additional

money through Google AdSense. Since COVID-19, the monthly count has gone up to about 7500.

Visitors to the site will find several distinct themes among McGee's models, including total wrecks, old tow trucks, barn finds, and retired drag-race gassers that look hopeful for another shot down the quarter-mile. Among his most popular models is the "[General Lee](#)" 1969 Dodge Charger from the *Dukes of Hazzard* 1980s TV show, which McGee builds as the stunt cars sacrificed for the action scenes. He's sold about 12, all slightly different from each other.



"*Dukes of Hazzard* fans had everything but that," he says. "I was punching the engine and tranny through the cowl, bending the front end way up, and putting a barn board through the windshield."

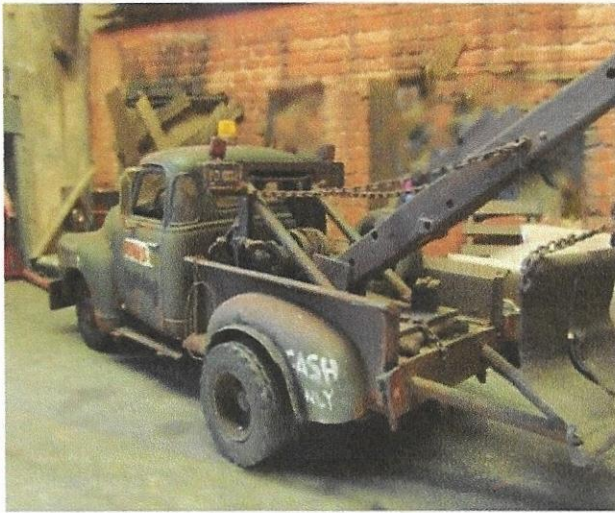
McGee has sometimes applied a touch of the macabre to his models. His Ford Pintos, burned after rear-end collisions, recall a dark chapter in manufacturer negligence. Some of his model scenes, he concedes, might have gone too far for some people, including wrecks with bodies sprawled across the windshield and the Bonnie & Clyde death car with bullet-riddled bodies in the front seat.

In addition to his scratch-built junkyard dioramas, McGee has made garages, alleys, derelict buildings, and other settings for his models. In his garages, he adds details such as musty, old cardboard boxes.

"It's an added challenge to build a scene around the look of the car, so I generally finish the car first, then decide its final resting place. Does it look like a barn find? Or is it something that was left outside?"

Although McGee starts with kits, achieving his vision for each vehicle always requires scratch-building some parts. For picked-apart scrapyard cars, he creates the inner details of the car that are exposed when parts such as lights, grilles, and bumpers are removed. To make a headlight bucket, for example, he reverses a baby moon hubcap and weathers it. Where multiple parts of a real car might be molded as one piece on a model, he'll cut the area apart and reassemble it to show the gaps.

McGee recently added a 3D printer to his toolset, allowing him to print objects he previously had to scratch-build. To make a tow truck out of a [1950 Chevy 3100 truck](#) kit, for example, he 3D-printed the wheels and made the boom from the frame of an old big-rig model he had laying around in a parts box. He made the cradle from electrical tape and cut a hollow model tire to make the front push bumper.



Building gassers also takes some improvisation. “There’s a lot of butchery involved,” he says. “Gassers were built to be push-started to keep them light, so they had push bars on the back. I make a push bar and bang it up, because that’s what happened in racing. Then, I add rust.”

McGee devised his own methods and materials for adding weathering effects to models. Rust is the real thing, scraped from junked cars. He dabs on a latex base coat to an area and sprinkles rust dust on top of that. When it’s dry, he brushes it off and covers it with a paint-flattening agent, which seals the rust and dulls the chrome on bumpers and trim. He also mixes the flattener with the color to “kill the paint down.”



In addition to knowledge of how cars crush and break in collisions, making wrecks from plastic models takes a deft touch. To crumple body panels, McGee uses a hot-air welder that's commonly used by body shops to repair plastic bumper covers. The tool concentrates superheated compressed air onto a small area, allowing him to soften and manipulate the plastic.



To make torn upholstery and vinyl tops, McGee rubs two-inch wide masking tape into the model's molded seats and then paints over everything. When the paint dries, he tears into the tape and adds bits of stuffing coming "out" of the seats.

He also uses the 3D printer to make objects that one might find in junked cars. "There's randomness with the things people have stuffed into them," he says. "Now I can just print what I want."

The lure of making a quick buck on eBay has attracted imitators selling their own "junked" models and dioramas. McGee says most were easy to spot for their lack of realistic details.



"Model cars are stiff, so if you put one on top of the other, you have to pull down the top car's suspension and wheels, because that's what gravity does. The people that copy me would miss those details."

McGee admits he has made some mistakes, like adding rust to the bed of a [1957 Chevy Cameo](#) pickup. "I didn't realize it was supposed to be fiberglass," he says. "People corrected me pretty quickly on that."



A pile of junk motors in McGee's scrapyard. Mike McGee who does not have a background in photography, says he's been surprised by the compliments he's received for his photos of the models. His equipment is modest; he started with a \$150 Olympus camera and now uses a \$300 Canon.

"I don't do anything special with lighting or photography," he says. "I just display the models the best way I can. I try to take pictures as if I'm the size of the cars. I get down really low. I know where my eyes would see over the top of the car. I might take 50 shots of one side of a car and not use any and then start over again. I know the right shot when I get it."

It is a necessity of the \$25 billion auto recycling industry that millions of old and not-so-old cars get scrapped, shredded, and melted down every year for the material to be reused. Through his models, McGee helps us to remember how some of those cars lived ... and died.

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