

Redding

British Car Club

Nov 2020

Compiled & Edited by Charles Laurence

From your editor – There were 6 hearty souls who met at 6:00 in the evening on Mon, Nov 9th with the temp hovering around 50 degrees. The first order of business was the election of officers. Evert told us that Bob Logan was stepping back from his Vice President duties. Bob Harris made the mistake of calling attention to himself by asking what the duties of the VP were? He was quickly nominated to that post and unanimously voted in. All other officers agreed to continue on for another year. I made the announcement that while I am willing to keep on with this newsletter, I am willing to relinquish these duties should anyone else want to give it a try. Should that sound good to you, just let me know.

Evert told us that the Christmas Party has been cancelled and our deposit

returned. We may reschedule sometime in the spring once we're done with Covid.

We discussed the need for a warmer place for our winter meetings. Dan Matthews volunteered his driveway where we could set up a shelter to protect us from the weather. I am going to check with the Red Lion to see if we can use an open space in their lobby that has tables & chairs. We also discussed moving the meeting to 2:00 in the afternoon. If you have any ideas as to where we might meet in inclement weather please let Evert know by Nov 23rd.

My search for an MGA is back on. The one I thought I had got sold out from under me.

Our next meeting will be Mon, Dec 14th at a place yet to be determined.

Recent Events

Fall Colors Tour – It was a beautiful morning on Sat, Oct 17th when 10 of us in 6 cars met at the Post Office in Old Shasta at 10:00. There were 3 Triumphs (TR-4, TR-6, & Spitfire), an MG-TC, a Mini, plus a couple of daily drivers. We headed west on 299 and turned north towards Lewiston for a stop at Mountain Valley Grill to pick up our lunches. From there we went to a campground at Trinity Lake Dam where we practiced good social distancing for our lunch. Along the way there were

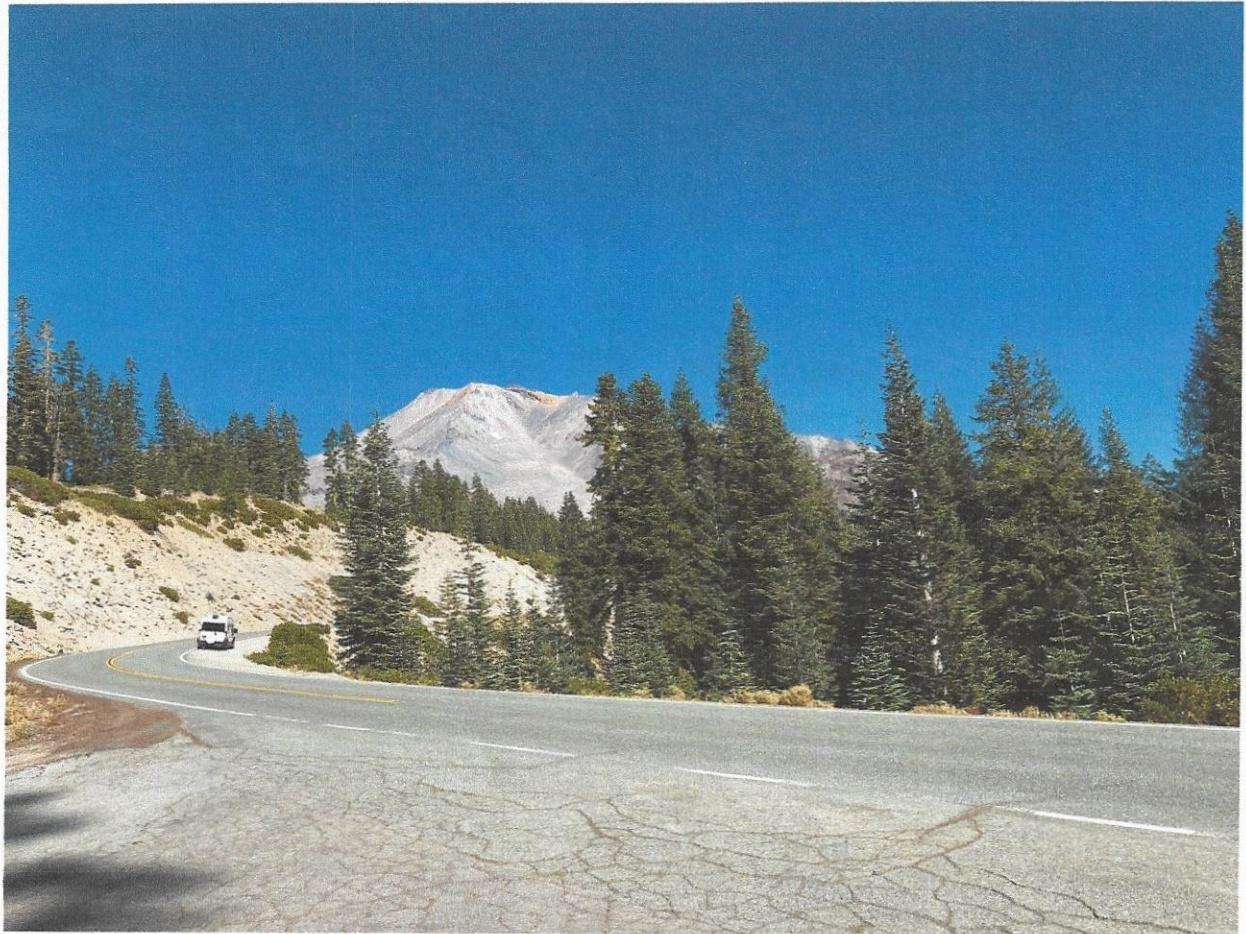
beautiful trees which were just starting to turn. We were a bit early for the full affect but it was beautiful just the same.



Mt Shasta Tour – Our fearless leader, Evert, called for a run to Mt Shasta on Sun, Nov 1st as the weather was forecast to be beautiful. We met at 10:00 in the parking lot of McDonalds in Shasta Lake City. There were 8 cars - 6 British & (3 TR's, 2 MG's and a Mini) & 2 daily drivers.

We hit the road and made the first 55 miles to Mt Shasta City without incident. After a brief pit stop, we traveled the 10 miles up the Everitt Memorial Highway to the 6,950 ft level. We stopped for pictures of the mountain and then drove back down to a warmer level for lunch. We found a nice picnic area and spread out our chairs for lunch. The usual conversation ensued covering past adventures on the mountain plus local flora & fauna.

After lunch, we headed east on 89 and I broke off from the group at 299 and headed back to Redding.



From the Members

George Rogers - Progress on my project is developing slowly. The addition of electric devices has taken more time than I expected. I added an electric fan and was surprised at the various plugs, breakers, etc. it requires to make it viable, including an over ride switch. I added a heater water valve on the engine that can be controlled from the drivers' seat by a cable, along with a rheostat switch for the fan. My lack of original wiring required a "horn" button, and the addition of a light switch. The transmission has a refurbished shifting mechanism, and seems ready to go. Meanwhile, the build goes on. I hope to meet all of the club members soon. Maybe the Christmas party?

The running board and fender I had repaired and painted at Coachmaster turned out



great. They were able to match the British racing green that had originally been painted in 1985. Even though those paints used in that time no longer exist. Great work = expensive.

I decided to outfit the engine with new stuff while I am at it. Water pump, distributor, wires, coil, throw out bearing, etc..

I am adding an electric fan as well. This required getting an insert for the top radiator hose with a bung in it for the thermostat switch used for turning the fan on and off during operation. (As an aside, I had to find and buy a thermostat switch with two wires, one for ground. The switch in the kit is meant to use the head as ground, and has only one connection. Price of the new switch: \$58.00). It also has an over-ride switch. I have 5 1/2" between the head

and the radiator tank to take the hose from 1 1/4" i.d.at the thermostat housing, to 1 3/4" i.d. at the radiator. A short length to taper that 1/2" and also get the adapter inline as well. After much tribulation that all was achieved.

Wiring bugaboos needed to be addressed as well. I had never addressed the windshield wiper switch, and that turned out to be a continuing problem for me. Finally got the windshield wipers to do what they are supposed to do. A "proper" switch, bugaboo wiring, a lot of research and trial and error got me slow, fast and park. A simple switch does not do the trick, so one must have the proper one, and the connections for the wires on the switch from the motor are confusing. The wiper motor (self grounding to the car) has three wires. Red, green and brown. Testing shows red as fast, green as slow, and, brown as slow. The switch has seven connectors. There are many opinions, and many wiring diagrams available, none of them definitive. The wiper motor can burn out easily, I'm told, so experimenting is tricky.

I attempted to change over to the more modern narrow fan belt pulleys, but just could not get them to align. After many attempts, I gave up and put wide pulleys on. So, If anyone in the club wants a narrow fan belt kit to fit a Triumph 2-3-4, I have one at a bargain price.

I have mounted radial tires and have high hopes that they handle well. It cornered like it was on rails with the old bias tires, soooooo.

All that is left is cleaning the engine compartment as long as the engine is out. Bleeding and possible repair of the braking system. Sealing the gas tank. Replacing the engine, transmission, floor boards, carpet, seats, and so on.

Then, hopefully, I can join all the trips with the club that I read about.

Lastly, I hope to be ready to participate in the Lewis and Clark rally next June. Looks like fun. GRogers

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

Help - Phyllis Morris in Oroville, 530-693-4612. phyllisg.morris@gmail.com, has a 59 MG-A coupe that she is having resorted. The fellow doing the work has stopped and she wants someone to finish the work. She is willing to pay for the work. Apparently the wiring and upholstery are to be done yet. She is also open to selling the car. If you can help, please contact her.

For Sale - Got a call from a lady in Redding who has 5 cars. Her husband passed away and she wants to sell the lot. Porsche's, TRs and spitfire. Here's her (530) 945-9938

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