

# **Redding**

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## **British Car Club**

**March 2022**

**Compiled & Edited by Charles Laurence**

**From your editor** – We had a great turnout at our March meeting with 17 people showing up on Mon, March 14<sup>th</sup> at the Lighthouse Restaurant on Hartnell in Redding.

Charley Fitch announced that we now have 28 paid members and he's going to print up the new membership list in April, so if you haven't sent him your \$20 dues, you must do so now if you want to be on the membership list. Send your check made out to Charley Fitch to 1112 Coggins St, Redding, CA 96003.

We talked about upcoming events, the first of which will be a shop tour on 3/26 starting at Rich Kenney's place 10196 Old Oregon Trail at 9:00 am. From there we will continue on to 2 or 3 other garage/shops. There is also

talk about a tour of commercial shops on May 9<sup>th</sup>. Watch your e-mail for details on that one,

Cool April Nights gets started April 22<sup>nd</sup> and will continue for 10 days with a total of 25 events (see the complete list in this Newsletter)

I want to thank Bob Harris and Mark & Karen Pion for their contributions to this month's Newsletter. Both great stories.

I continue to look for your stories in a British car. It can be about an interesting drive you took or a renovation project you involved with. Anything related to British Cars will be welcome. Write me at:

[charleslaurence42@gmail.com](mailto:charleslaurence42@gmail.com)

### **Kool April Nights Show & Shines**

April 22<sup>nd</sup> – Spring Fest Car Show – Market Street, Redding 3:00 – 7:00

April 23<sup>rd</sup> – Lithia Chevrolet Show & Shine 10:30 -1:30

Anderson River Park Show & Shine 2:00 - 5:00

Big League Dreams Show & Shine – Viking Way - 6:00 – 9:00

April 24<sup>th</sup> – Kent's Meat Show & Shine 10:00 – 2:00



Win River Casino Show & Shine 11:00 – 2:00

Colt 45's Show & Shine - 1000 Cypress Way -7:00 – 10:00

April 25<sup>th</sup> – Dude's Drive Inn - 1644 Hartnell Ave - 11:00 – 1:00

April 26<sup>th</sup> – Simpson University Show & Shine 4:00 – 7:00

Pete's Restaurant & Brewhouse - 815 Browning St - 5:00 – 8:00

April 27<sup>th</sup> – Paint Mart Interstate Batteries – 2330 Larkspur Ln - 11:00 – 2:00

Redding Drag Strip Show & Shine 3:00 – 6:00

Hen House Show & Shine - 2621 Hartnell Ave - 3:00 – 7:00

April 28<sup>th</sup> – R & R Auto Show & Shine - 3165 Twin View Dr - 10:00 – 1:00

Macy's Show & Shine - 700 Auditorium Dr - 11:00 3:00

Riverview Golf Club – 4200 Bechelli Lane - 3:00 – 7:00

Save Mart Show & Shine - 4631 Churn Creek - 4:00 – 7:00

Crown Motors Show & Shine - 555 Cypress Ave - 5:00 – 8:00

April 29<sup>th</sup> – O'Reilly Auto Benton Air Park Show & Shine - 8:00 – 11:00

Enterprise High School Show & Shine - 10:30 – 1:00

Mechanics Bank Show & Shine - 185 Hartnell - 11:00 – 3:00

April 30<sup>th</sup> – The Big Show - Civic Auditorium - 7:00 – 4:00

May 1<sup>st</sup> – Award Winning Cars on Display - 8:00 – 1:00

Car Corral - Civic Auditorium - 8:00 – 1:00

Award Presentation - Civic Auditorium - 12:05 – 1:00



# From the Members

## Dana Point or Bust 2022

By Mark & Karen Pion

Karen and I were recently invited by Joyce Hoffman to attend the City of Dana Point, CA in the unveiling of a life size bronze statue of Joyce Hoffman who was featured in many car magazines in one of her classic surfing poses as part of the ad for the Triumph Spitfire. They said this is the first life size statue of a female surfer ever done. The statue was installed in Waterman's Plaza in Dana Point on Pacific Coast



**Tandem champs.**

**Joyce Hoffman-Triumph Spitfire Mk2**

Why did "The Blonde Goddess of the Waves" select the Triumph Spitfire Mk2 as her official beach buggy?  
Is it the car's outstanding styling and performance? (Push, fully-carpeted interior. Smooth 4-speed stick shift. 0 to 50 mph in only 10 seconds.)  
Safety features? (Accurate rack-and-pinion steering. Reliable disc brakes. Tight 24-foot turning circle. Bump-smoothing four-wheel independent suspension. And steering column designed to collapse upon impact.)  
Economy? (Only once-every-6,000-miles lubrication. Price, only \$2155\*.)  
To tell the truth, we really don't know. All Joyce said was: "It's so use! Ah, women!"  
\*Estimated retail price. MSRP. Price and features subject to change. Triumph Motor Company, Ltd., 111 Oxford Drive, Tarrytown, New York 10590. TRIUMPH

Highway where it will join other notable statues of giants that contributed greatly to the sport of surfing from the Dana Point area. Statues already unveiled are Bruce Brown, most famously known for his production of the movie Endless Summer, a surfing adventure around the globe; Hobie Alter, the manufacturer of styrofoam core surfboards and Hobie cat sailboats; Phil Edwards was a national surfing champion in the 50s and 60s and was the first to surf pipeline in Hawaii, Joyce was the first female to do the same in 1968 and John Severson photographer, writer, film maker,

founder of Surfer Magazine. All of these bronze statues are awesome! We also learned from Joyce that her dad and Uncle together will also be honored with statues for their surfing and their textile business, which supplies the material for most of the high end Hawaiian and surfing apparel companies.

It was quite an honor for Joyce and the City of Dana Point to want to have our car on the plaza, front and center for the unveiling. There were estimates of 500 people in attendance, for a Thursday afternoon, I thought that was pretty cool. The crowd was mostly made up of surfing legends from the 60s to present, they were all very kind to Karen and I. I made the car available to her friends and competitors from the 60s to sit in, and photos were taken, approximately 45 in total. One woman and teenage daughter, who were admiring the car, approached me, so happy she told me



she got Joyce's autograph on some pictures. She showed me the pictures, one was the car ad that was in all the car magazines in the 60s, the one I use when displaying my car. The other was of their living room with the same ad blown up to approximately 2' x 3' of the ad, it was part of the fine art in a very beautiful home. So, I offered to have them sit in the car for a photo, they couldn't believe it. It really made their day and mine too. I even was able to get two autographs, one from her dad, surfing legend and international textile manufacturer Walter Hoffman and Linda Benson, the stunt double for Gidget and Annette Funicello beach party movies. The City closed traffic on PCH for us to come and go from the event and also made special arrangements for a very nice hotel room, overlooking the harbor at an unbelievable rate, they really treated Karen and I like VIPs. The trip down, we wanted to go over the Golden Gate Bridge, since neither one of us had ever done it. The weather was great as we went across, it's still a remarkable structure. We made it to Monterey on the second day, mostly white knuckle driving from I-5 through San Francisco, we intended to hit Route 1 the next day, but woke up to the news that a fire in Big Sur had closed Route 1, so we had to backtrack a short ways to 101 freeway, bummer. Back to white knuckle driving all the way to Dana Point. We made it there in five days, staying with Karen's brother in Newbury Park for one night, a very nice visit. We got to Dana Point several days early, not knowing if the car or myself would stay together each day, I wanted to play it safe. We called Joyce to let her know we had made it and she invited us out for dinner at a fancy restaurant on the harbor. We had a great visit with her, and came to find out she's an avid fly fisherwoman and comes to the area often to fish, (small world). The event and after party went very well. The next day we planned to leave, Santa Ana winds were predicted for Friday and rain for Saturday. So, we fought the high winds and made it to Ventura on 101, when in traffic behind a motorhome, a large painters tarp with dry drywall mud on it shot out from under the motorhome and I had nowhere to go and it wacked into the grill, looking in the mirror, nothing spit out the back, so I knew it was across the grill, we made it off the freeway and into a grocery store parking lot, as I slowed, it dropped enough for the front tire to grab it and rip it off the override bumpers, not a pleasant sound, but all was well, no damage, so we had lunch there. Stopped at Moss Motors to pick up a few things, but they were closed to the public, because of the Covid, apparently, since the beginning. Made it to San Luis Obispo the first day, I really wanted out of the L. A. basin. The next day we found they had just opened Route 1. Oh happy day! Someone must have felt sorry for us, after the tarp incident. Route 1 was so beautiful and the car was running great. Monterey was great, Karen got to see the Monarch butterflies in a Butterfly Sanctuary park, how she found the place is a real mystery. We got there late afternoon, when they all came back to roost in the trees,



thousands, it was quite a sight. Finally, we made it home after 4 days and 1375 total miles. Great road trip in our little British sports car.

## **What Friends Are For**

**By Bob Harris and Charley Fitch**

“The TR6 is partly assembled but there are still a lot of boxes”. This is how Evert and Charley started their appeal to friends to help them finish a 1974 Triumph TR6 restoration for an acquaintance who took the car apart, started a frame off restoration and now ten years later, threw in the towel. Evert and Charley's friends were English sports car owners, most of whom had restored their own cars. Some had current restorations underway.

The idea for the project came when Evert, who owns two TRs, and Charley, who has three TRs, received calls for help in 2015 from the TR6 owner, who had purchased the car in the early 2000s to restore as a birthday present for his wife. The owner had disassembled the car and by 2005 had the transmission and differential professionally rebuilt. He had also purchased a large number of replacement parts from Moss Motors. Evert and Charley went to look at the TR6 and thought the restoration completion was doable. Being good Samaritans who loved working on English sports cars, they told the owner that they would see if they could round-up some like minded enthusiasts to help complete the restoration.

At Evert and Charley's meeting, the group went through a phase of disbelief at what was being suggested. They eventually decided that restoring the TR6 would be helping a struggling English sports car owner and would keep another TR6 on the road. The TR6 is felt by many to be the best of the classic TRs. They provide good power and performance at an affordable price and allow many to participate in the world of classic English sports cars. With the TR 6's flat wood dash with full instrumentation, bucket seats, large steering wheel and top and windows down, it provides a great open air driving experience. The TR6 would provide a fun social gathering for the group and would provide useful knowledge applicable to their own English sports cars, which include many Triumphs.

The TR6 was put on a car trailer and the boxes of parts were loaded in the bed of a pick-up for the journey to Charley's small shop. Charley graciously volunteered the use of the space after he rearranged his shop so the TR3 he was restoring and the TR6 with its group of workers would fit. Charley's shop became restoration central for the next year plus. A total of fifteen people worked on the restoration.

The work began in April with a thorough inventory of what was needing to be completed and what parts were available or missing. Many parts were purchased at



Moss Motors. The car had been mostly assembled with the exception of the dash. The dash was out of the car and the mass of colored spaghetti was hanging down into the car. The other obvious problem was that the paint on the car needed some real help. A recent paint job had turned bad, which may well have been the straw that broke the camel's back and caused the owner to give it all up. As the project moved forward a number of other "little" things cropped up. As each was encountered, it was tackled. Of course a lot of studying of manuals was inherent in the process. Several good sized work parties produced up to twelve workers assisting the restoration. A total of six work parties with larger groups were held. They even managed to incorporate a BBQ into one of the work sessions. A lot of effort was put into removing the exterior pieces, hand sanding the recent clear coat and paint off of the car and getting it ready for new paint. A key volunteer was Jack, who is an excellent car painter. Jack took on the leadership and actual painting of the car. The resulting finish is a real credit to the car. Then it was time to put the car back together once more. Yes, another good sized work party.

The TR6 was restored to stock condition with the exception of a few modifications to make it more compatible with modern traffic driving requirements. The motor was equipped with SU HS6 carbs and a Monza exhaust. The results were gratifying with increased performance and a more aggressive exhaust tone. Suspension modifications included heavy duty springs, urethane bushings and rear tube shocks. Front brakes were changed to cross-drilled and slotted rotors. These modifications made the TR6 run and drive better than when it was new.

Along the way a number of not so obvious problems were found. The seats though they had good covers were leaving a pile of shredded foam underneath. Local upholstery shops wanted an arm and a leg. Charley had previously rebuilt one set of TR6 seats so Charley undertook the job of restoring the seats with a new foam kit. Once the new paint was on the car they were ready for the startup of the rebuilt engine. It ran for about 10 minutes and then quit. Upon restart it did not sound good and was shut down. This was real disappointing but they took it as just another challenge yet to be resolved and something else to provide some more learning. A partial rebuild of the engine followed requiring a new rod and new rod bearings. Once they got the engine started and sounding like it should they moved on to the most vexing problem. Getting the new SU HS6 carbs to work correctly on the TR6. That problem lasted several months and tested them to the max. With the help of Joe Curto, the SU carb specialist from New York, and a lot of testing of various springs, oils and needles, the car was running like it was supposed to.

At the completion of the restoration, the group felt a strong sense of accomplishment as the TR6 turned out well. They were anxious to see it back out on the road again and not becoming a garage queen. If someone living in the Redding, California area could acquire it, that would be even better.



Bob, the eventual owner of the restored TR6, crossed paths in late 2015 with Charley and Evert. Bob had just sold his cattle ranch in the Cascade Mountains east of Redding and had moved to the Sacramento Valley floor. He was tired of driving Jeeps and 4x4 trucks and wanted to get back into the world of sports cars. For his reentry, Bob had purchased a used 2008 Mini Cooper S and a used 2006 Mazda Miata. Earlier in life, he had been the owner of several English sports cars including a Bugeye Sprite, Morgan +4, Jaguar MK. IX, Metropolitan and Ford Cortina GT. The used sports cars he had purchased were fun to drive, but Bob wanted to get a classic English sports car produced between 1950 and 1980. Charley and Evert explained that they and a group of friends were restoring a TR6 for the owner who gave up completing the restoration. After thinking about a TR6 as his reentry car into the world of classic English sports cars, Bob set-up a time to view the TR6.

Bob drove to Charley's shop where Charley and Evert explained the full nuts and bolts restoration. The car was near completion and presented well in its fresh British racing green paint and new tan interior, hood, hood cover and tonneau cover. The frame, running gear and smaller components looked like new. Overall, Bob's first impression was that it could have just come from the factory. The extensive restoration paperwork was reviewed and listed over \$16,000 in parts and component rebuilding plus over eight hundred hours of group labor plus over one thousand hours of labor by the owner were applied to the car. Bob let Evert and Charley know he was interested in buying the car, but needed to test drive it. After several months of trouble shooting, road testing, tuning and fettling by the restoration group, the TR6 was ready for Bob's test drive.

Bob's test drive was an amazing trip back in time and he eventually purchased the car. A challenge he faced was adjusting to no power steering, power brakes or ABS and slow gearbox synchros. The TR6 forced Bob into full commitment and communication with the car when driving it and required Bob to regain some lost driving skills such as double clutching and earlier braking. Driving the TR6 soon became like driving an old friend with the noises and smells part of his assessment of how the car is running. With the full restoration, the TR6 runs well and has plenty of power to keep up in traffic and on the open road. To date it has been very reliable. The good handling, adequate power, low seating position, mechanical noise and sporty exhaust provide lots of fun while driving at sane speeds. The TR6 gets lot of attention wherever it goes. Bob is surprised at the number of people who don't know what it is and ask questions about it. The major concern when driving the TR6 in city traffic is the inability of drivers of large lifted trucks to see it, as Redding is lifted truck central.

Bob discovered the Redding British Car Club (RBCC) and is now an active participant. The club is an informal group of like minded women and men who own and love to drive English sports cars. The RBCC annual calendar is filled with many



driving tours. Redding is surrounded by the Sierra Nevada, Cascade Mountains, Siskiyou Mountains and the Coast Range. There are a plethora of curvy mountain roads lacking traffic just waiting for spirited sports car drives. Lunch is had at small mountain town restaurants or in picnic areas with running water. The club also holds destination tours to museums, historic landmarks, wineries, breweries and orchards. Two well attended educational events are the tour of member's shops and the technical session covering many "how to" subjects. Members participate in several auto shows over the year as well as attend vintage sports car races at Thunder Hill and Sears Point. The social events are topped by a Christmas dinner and party. Nothing feels and sounds better than a group of owners of English sports cars heading out for a day of driving and socializing. In the fast moving world of today, driving an English sports car provides a brief respite, brings back great times and creates new memories.



Greetings      Everyone      !!!

Are you enjoying this warm February weather?? Makes you want to dust off your LBC and take it for a drive.. or are you still working on that "winter project" and it's not quite finished! Well take your time as you still have a few months to get ready for the 2022 UBSCC Car show  
Here's your first notice.

Pre-registration for the All British Motoring Show and Swap Meet is NOW OPEN. Please go online to <http://www.ubsc.org> and click on the link to the car show registration. From there you may either register online or download and print a mail in form.



The car show is set for May 22, 2022 at the Dixon Fairgrounds. As with last year, we are only taking pre-registrations for the show this year. No day-or-registrations will be allowed. Cost to enter the car show is \$35 per vehicle, \$30 for a swap meet space, and \$40 for food or business vendor. You may also pre-order car show regalia with our new online registration form. We will not be mailing flyers again this year, so watch your emails for notices. If you are a member of any car club other than UBSCC, please get the word out to the other members about our show. The link to the show is <http://www.ubsc.org>

Register early for this great all British show!

## 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.*

**'52 MG-TD** –This is a non-member's car which was purchased as a restoration project. Seller just ran out of time and is now getting ready for a move and would like to sell. Body is solid with no rust but paint needs to be stripped and frame needs sandblasting. Asking \$6,000 OBO. Call John 530-736-5760.





**1964 MGB** - Body is pretty straight & is mechanically sounds. Paint is ok. New seat covers (mirror trim UK). Comes with 2 set of wheels (15in chrome wire wheels and a set of 14 in painted). Lots of new parts: Signal switch, window & door seals, hoses, oil cooler w/braided lines, new marker lights, speedo cable, door handles, shifter boot, side mirrors. **HARD TOP** included (also has frame for vinyl top). Has most dash knobs/switches. This MGB is really close to being done but I can't finish it. Has DMV fees of \$860. I haven't paid them because I wasn't sure whether it would be parted out, used out of state etc.



**Wanted** – pre 1960 MGA. Still looking for a good driver. Doesn't need new paint or upholstery. Just a good running car that I can maintain.  
Charles Laurence 530-782-0546