



Monthly Meeting

Join us the second Monday of every month for a lively conversation about past events, upcoming events and rides. We meet at:

Market Street Pizza
871 n. Market Street,
Redding at 7:00pm.

Come early for dinner or a drink!

Club Officers

President: Sue Kerr

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Membership meeting...

Our last meeting was held on Monday August 8th at Market Street Pizza. This was our annual Hot Dam Tour and Ice Cream Social meeting. Sue wasn't present so Evert conducted the meeting. The meeting was called to order at 6:01pm and was a short one. There were 10 members present.

Charley Fitch gave the Treasurer's Report stating that we have money!

Old Business:

Evert made a suggestion to give the Moranda's a gift certificate in appreciation for their continued hospitality by hosting their annual BBQ. All members present agreed.

New Business:

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blank due to lack of
interest!**

1. August 21st - Hat Creek Power House Tour and picnic lunch. We will be leaving from the shopping center in Palo Cedro at 0900hrs. Bring drinks, a picnic lunch and chairs. The weather should still be good and will probably be warm so be prepared.

2. September 11th - Pit River Power House Tour and picnic. Again, we will be leaving from the Palo Cedro shopping center. A specific time hasn't been set yet. Watch for forthcoming emails with more details.

Ride reports will follow as I have quite a few. The meeting was adjourned at 6:17pm. Off for the ride and Ice Cream!

RIDE REPORTS...

Hyampom Ride by Evert Dale...

Two of us showed up for the trip to Hyampom. The plan was to meet Doug Milota and his group from Eureka at the intersection of Under Wood Road and the road from Big Bar to Hyampom. Bob Logan and I reached the area and I thought it was the correct place and waited. About 2pm we knew I was wrong.

We took the road from Big Bar to Hayfork instead. After we got to Hayfork, we went toward Hyampom and met Doug. We then followed them to 299 where they went back to Eureka and Bob and I returned to Redding.

Next time I will at least look at the map. I thought I had one in the car, but no.

Bob was a great sport as well as Doug and his group and we had a nice ride and visit, as well as confirming the road from Big Bar to Hayfork is paved,

Another adventure.

Hoopa Hill Climb by Mark Pion...

Rich Kenny, Evert Dale, Karen and I left early 6:30 a.m. from Old Shasta, the weather was perfect, nice & cool we got there just early enough to hear some of the

drivers meeting & check out some of the cars. There was only one MGB GT in the line up, I believe he was only off the record for his class by about 1 tenth of a second. There was one accident with no injury and a VW powered dune buggy with a thrown rod through the case, new motor 1800 cc with almost 2 miles on it.

I understand they're getting 240 HP out of these motors normally aspirated. So they have a short life. One long time racer said he has had changed out close to 200 motors in his dune buggy. King of the hill was driving a 2006 Mitsubishi Lancer with a time of 2:10.95 and Queen of the hill was driving a 1986 Mazda RX7 with a time of 2:24.32. The MGB GT had a time of 2:47.09.

Karen & I took the Spitfire to Arcata while Evert & Rich headed for home.

The next morning we were to meet an interesting Lady that is in the business of supplying fiberglass bodies for early lotus and Lola vintage road racers. Her late husband built and repaired frames for them when they would get one to repair he would make a mold from the car and she would make new body's from these molds, what a history.

She still had a lotus 7 frame that her husband had built before he suddenly passed away, he was quite an artist. She also had molds for the Chevy sponsored cheetah built to race against Carol Shelby's Cobra's, Chevy pulled the plug at the last moment & only a few were built. She has a mold for the Manx dune buggy, which has now become a classic. Her property was full of small British cars including Mini's, Lotus, & other cars. I've never heard of or seen before. She loved the Spitfire as the first car she wanted as a teen was a Spitfire, but her mother wouldn't allow it thinking it was too dangerous, so her dad got her a Triumph GT6, which had even more power. After hearing we had been to the Hoopa Hill Climb, she told us they and another couple had started the race on the reservation and the lady of the other couple was a tribal member. Before that they would race on an old section of 299 near Ellis Rd. Looking up old records of the Hoopa Hill Climb, I found that she and her husband had each won King and Queen of the hill before, her time was 2:41.48 FF class & his @:16.99 CSF class in a lotus 23 still a class record.

It was a great visit, we really enjoyed it and the car ran great all the way home.

Hot Dam Tour and Ice Cream Social by Evert Dale...

After a short meeting, we took the annual tour of the three local dams.

First was Whiskeytown followed by Keswick and then on to Shasta. The evening ended with the stop at the yogurt shop on Lake Blvd. Yogurt is the new, healthier Ice Cream!

Moranda's BBQ by Evert Dale...

Thirteen of us invaded the Jim and Pat Moranda's place this year. We were fortunate in that Jim and Jodi White drove down to join us. They were enjoying Brookings, with Jim doing some fishing.

We had a poor showing of British cars this year for various reasons, however Rich did us proud by bringing his MGB-GT. It got a few comments about the weeds and grass in various places that were picked up on the way however. See Rich for details. Jim and Pat as usual put on a great feed; then those that did not return to Redding enjoyed the cool afternoon visiting.

Doug Milota also attended and on the way to Eureka for dinner he took us to an overlook of the ocean and Elk Creek. The fog came in however and obstructed our view. He then took us to the parking area for the Pebble Beach Car Tour that stayed in Eureka that evening. Those were some outstanding museum pieces!

There were several Bentley's of varying vintages, a Packard, Hispano Suiza, a Chrysler Woody, a couple of Jag's, and my favorite, a Ghia that was said to have the original paint, that was absolutely perfect. I do not know how these people keep driving cars of that quality. After that we went to dinner.

Sunday morning Jim and Pat joined us for breakfast. We then returned via Hwy 36.

A great weekend.

Final thoughts...

I have been very busy this summer with work and family time. My work load is continuing to increase requiring more and more of my time. I have projects piling up around the house that need my attention as well. I have to pull and re-install the Jag engine and then I would REALLY like to get that thing running again. My MG died last October when we tried to start the Cemetery Ride and I haven't even begun to diagnose it. I have a '67 Camaro that has been sitting on a rotisserie in my garage for over 10 years. ARGHHHH! And those are just car related projects. I also have a wife and son who need some of my time.

Anyway, to get to the point, I would like to have some one take over the newsletter. It is getting harder to try to fill the pages with interesting stuff as, with few exceptions, nobody contributes anything!

If the Club really doesn't want a newsletter, that's fine. I'm not trying to force it on anyone. But, with no input, I can't produce a product that's worthy of my time and energy. Think it over and I'll see you at the next meeting.

Charlie Daubs