



Reno British Car Club

RBCC ROLLING NEWS

Volume 4, Issue 7

July 2022

July 4th Celebration

Date: Monday, July 4, 2022

Place: Masonic Lodge in Virginia City, (\$5.00 parking donation)

Time: 9:00 am (if meeting at the Lodge)

Convoy: Leaves Tamarack Junction promptly at 8:30

Lunch: Pot Luck We will need people to sign up for Entrée Salads (more filling salads), Appetizers, Side dishes and a couple of breakfast type items. The club will supply coffee, sodas, and water.

Contest: Cookie (Small Bites) Contest (This will be dessert)

Parade: Approximately 12:00 noon start (Remember your lawn chairs and umbrella's for the heat)

RSVP: with number in your party, what you are bringing and if you are entering the Cookie Contest.

Supporting: We will be making donations through Daughters of the Nile which support the Shriner's Hospitals for Children in Northern CA and Honolulu. Several ways to give: cash or check (made out to Ammon-Ra Temple No. 56), purchase on Amazon Smiles, select DON as the charity and shop under the Shriners Hospitals and purchase items they want (Northern California or Hawaii), gift cards are always welcome, children themed pillow cases, and small backpacks/nap sacks also. [AmazonSmile: You shop. Amazon gives.](#) If you go into accounts & lists you will see a choice for AmazonSmile Charity List. Click on that, then Health, then Shriners Children's, and a list of the hospitals will come up. Things can be sent directly to the hospital.

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Poker Run and Brown Bag

We had 13 cars that entered the Poker Run and we ended with about 35 folks at Bower's Mansion. The run took us from Jessie Beck Elementary School, over Windy Hill to Marvin Picollo Elementary, onto Tamarack Junction, then to The Chocolate Nugget Factory, ending at Bower's Mansion. Rick Armstrong took First Place, Brian Kahler took 2nd Place and John Dark took 3rd. When we arrived at Bower's the wind kicked in and the sun was stuck under a cloud. Brrrrr, but at least we weren't all dripping wet. We just might need to do another Poker Run. Thank you to Ken Moberly for his Poker expertise and Dennis Tholen for his photographic prowess.



Century Drive: NV, CA, OR *By Lawson Fox*

Over 100 years of ownership (hence the Century Drive), over 50 years of friendship and an overwhelming need to drive some world class roads in our vintage British sports cars reunited two old and dear friends. In 1970 one bought a 64 MGB and one bought a 67 Healey BJ8. Both kept their cars all of this time. They were each generally aware of what had happened in the other's life since the 70s, but it had been over 30 years since they had spent any real time together.

One drives his car regularly. Knows its feel really well and takes care of any issues that arise ASAP. The other loves his car but doesn't drive it as regularly. It had a "complete restoration" just three years ago. So he thinks, "What could go wrong?"

The Healey was shipped from back east to Reno, NV, for this drive. When it came off the 53' truck there was a strong smell of gasoline and a clear white fluid escaping in a strong drip from the carb side of the engine compartment. After driving the car about 5 miles to its temporary home it sat for a day awaiting its owner to arrive. We both thought a test drive of both cars within the AAA free towing range was a good idea, so we started them up. Lo and behold, there was that heavy drip of gasoline coming from the Healey. A quick check under the bonnet revealed a perished 3" fuel line bridging the two carburetors. Luckily this was an obvious problem with an easy repair. The dead hose was replaced with generic fuel line. After that the fuel stayed off the ground and in the fuel system, for now. Also noted in the Healey was a nearly empty clutch fluid cylinder in the brake/clutch fluid reservoir, low tire pressure in the road tires and a spare tire with no air. All were brought to their proper levels. The MG had been prepped so was ready to go.

So the test drive starts. We took a nice climb up the nearly 7,000 ft Geiger Grade road from Reno to Virginia City, NV, and both cars did well. No engine temp issues or high elevation fuel mixture issues for the car that normally lives at 800' instead of the 4,200' to 9,000' elevation in which it would soon be required to operate. Then a radio call comes from the Healey, "I think I am leaking fuel, the fuel pump is really working hard." A quick check under the bonnet reveals fuel dumping from the overflow of the forward SU carb float bowl. Again, an obvious problem and we had just disturbed the fuel system so a bit of debris could be jamming the cut off valve, yes? The problem cleared itself after some running while parked which allowed the valve to cycle a few times so we continued. Both cars seemed ready to go touring.

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The next day was beautiful. A great day for a mountain drive. We left Reno in the morning, drove down the spectacular west shore of Lake Tahoe, continued over to CA Hwy 88 and crossed the Sierra heading to Jackson, CA. On one of the climbs a radio call comes from the Healey, "My car just backfired through the carbs. Not sure what is going on." We pulled over to check. All seemed well. The car was running smoothly and revving freely. We were just about to continue when it was noticed that the fuel gage was on dead E. The combination of the climbing angle and moderate g forces from the mountain curves was enough to temporarily starve the engine of fuel.

This is when we realized the implications of the MGB getting 26 MPG and the Healey getting something like 20 MPG, though it was likely less with the mountain climbs we were doing. The MG showed about a half tank, so fuel was not on the mind of its driver and the Healey driver was having so much fun driving and taking in the spectacular scenery of the High Sierra, and had really never driven his car through a full tank of gas in a day in years, that he wasn't thinking about gas either. And back east where he is from there is always a gas station within a few miles. Welcome to the beautiful West!

About 25 miles later another radio message from the Healey, "The fuel pump is running dry. Lots of thumping." Luckily the first business that we had seen in about 50 miles of driving through the pristine Forest Service land appeared. The sign said, "Food, beer, gas." But the word "gas" was a bit faded. Turns out they no longer sell gas, but there was a gas station just 5 miles down the road. The restaurant staff assured us that it was all downhill and that, "We would make it." But being experienced LBC owners, we know that



when the fuel pump sings empty, you better listen. So the MG went to the rescue. Luckily there was indeed an open market that sold fuel and, best of all, also sold 1 gal. gas cans! After putting a gallon into the Healey, it made it to the market and both cars were refueled. The Healey owner observed that, "It's funny how things always seem to work themselves out." The MG owner thought, "Man we were lucky! Drive on." We continued on without further incident to Sonora, CA, our destination for the night.

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Redwood Trees



OR Hwy 62

Old Friends with old cars!!

On the Coast!!



(Story continued on page 6)

The next morning was again beautiful with an early summer chill in the air. After a great breakfast, day two's adventure to Yosemite Natl Park and then on to the CA coastal town of Cambria, began. This was one of our longer driving days at just under 300 miles. A quick check under the bonnets revealed no surprises, though the Healey's clutch fluid had dropped enough to notice. It was topped up. Both cars fired up. As we were just about to enter the limited access high speed highway that would take us to the Big Oak entrance to the park, a radio call comes from the Healey, "I think I am losing fuel again. I hear the fuel pump running hard." We pulled over under a nice shady overpass bridge with plenty of room to safely park two sports cars on the side of the road. Traffic passing next to us was sparse and moving at low speed. An infinitely better place for a roadside repair than the side of the 70mph Hwy we were just about to enter.

A check under the bonnet revealed fuel once again spilling out the float bowl overflow pipe from the forward carb on the Healey. **Decision time.** Do we try to fix it or head back home? We know how this system works and we know that the valve is sticking open for some reason. But we don't have a new gasket set. What if the gasket falls apart when we disturb it? We decided that mechanical surgery was the only way to save the patient, and the tour, so we went in.

What we found was that the metal lever that rides on the carb float had been installed with its contour bend yielding uneven fingers where they reach down to the float and the metal wrap that goes around its little shaft and keeps it in place was really loose on the shaft. Seemed like it had enough play in it to possibly let the lever get sideways and bind up. The valve itself checked good with the classic "blow through the intake" test. So we bent the lever to make the two fingers uniform and lower the float position where fuel would be cut off by just a bit. We also tightened the tolerance on the "shaft wrap" side. The mechanism seemed to work OK in our hands so we reinstalled it. The car started up. No fuel leaked from the gasket. And the fuel metering valve was working properly. The Healey driver said, "Let's go!" The MG driver said, "Not so fast. Let's run back toward our motel and let this all heat up to make sure that it will work when hot. And we can fill up the cars." The test drive was made and the carb behaved. Both drivers then said, "Drive on!"

Yosemite was beautiful with the water falls going strong, but we were now a couple of hours late on a long drive day. Though it was a Monday, Yosemite Valley was packed. We trundled around the valley loop looking for room to park two LBCs and take in the scenery, but there was none. In one parking lot we were about half way down a line of cars when a 5 foot wide, and apparently deep, pot hole of muddy water appeared blocking our way just after a speed bump. This was a no go for two cars with low hanging exhaust systems. We managed to make 10 point turns and escape this trap. Time was running out. We had to get back on the road. Just as we were leaving the valley, a clear view of El Capitan opened up for the first time Yosemite visitor in the Healey. Goal accomplished. And with slow traffic we could take it in without stopping.

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So we started our first sustained high speed run across the CA valley to the coast. Got to the famous intersection where James Dean and his Porsche Spyder came to their ends at late twilight. We were going to have at least an hour's drive in the dark. The headlights worked better than I was afraid they would and the prince of darkness did not visit our realm. We made the second night's lodging about 9:30pm. Much later than imagined in the planning, but we made it!

Then began our four day trip from roughly the Hurst Castle near San Louis Obispo, CA, up the coast to Bandon, OR. The scenery never fails to amaze on this route and the road itself is a world class sports car experience. We saw our one and only other British sports car on this trip which happened to be a beautiful BRG Big Healey. We had our tops down as did he. Enthusiastic waves were exchanged and on we went. A brand new Ferrari gave us a wave and a honk too. I was nervous about driving through San Francisco, particularly about crossing the Golden Gate Bridge should we encounter sudden car trouble. But, we made it just fine and continued on. Then there was the treacherous short cut that the GPS navigation suggested, which we took, and ended up deeply regretting, but survived. And another drive that ended after dark. But we made it with our headlights working. We drove our cars through a redwood tree.

Between Bandon and Crater Lake National Park is a road where the GPS made up for its "short cut to hell" road recommendation as it took us up OR Hwy 62. This is a spectacular state highway, billiard table smooth, lots of perfect 50 mph curves. And on the day we were there, no traffic. We never had a car in front or behind us for a 60 mile run following the canyon of the Rogue River. It was a real road treasure and a new find.

Crater Lake still had a huge snow pack in late May. It was so deep that there was very limited access to see the lake, with access possible only at the lodge area. But we saw it and made it to our last night's lodging.

After about 55 miles on the "no services" road, the Healey driver comes on the radio to say that his gas gage has just about quit moving, a sign that he would soon be empty. We really had no idea where the next fuel station was. So we pulled over. After the first empty Healey gas tank experience, and a night's sleep, it had occurred to the MG driver that his car had a reservoir of fuel connected to an electric pump, ending in a flexible rubber hose. That idea sat unused until now. So the rubber hose from the metal fuel line of the MG to the SU carb was disconnected and inserted into the handy 1 gal fuel can we had bought the first time the Healey ran out of gas. Sure enough, the life giving transfusion was successful. About 3 gal was transferred from the MG to the Healey. We made it to the gas station! The Healey took 11 gallons of fuel to fill its 12.5 gallon tank. It definitely would have run dry without the MG donor fuel.

(Story continued on page 8)

So we made it home. Created a lifetime memory. And came home more mentally refreshed and with more lasting good feeling, than either of us had enjoyed since the pandemic narrowed our, and everyone else's, world two years. And by the time we ended our 1,934 mile tour the Healey's headlight switch had burned itself up so that the headlights were no longer working. And its hydraulic brake light switch had failed, so no brake lights. And the depletion rate of the clutch fluid had gotten worse. All the MG had needed was fuel and a half quart of oil. But we made it! And a check of the Healey's Michelin tire manufacture date revealed that they were made in the 44th week of the year 2000! Remember Y2K? Twenty one years is a bit over the seven year age out end of life recommendation for tires! But they didn't separate.

There were no tow trucks needed for this tour and no real negative aftermath. In the words of the Healey driver, "It's funny how things always seem to work themselves out." The MG driver replied, "You are one lucky son of a gun!"

If you are going to take a long tour in your vintage LBC, I strongly recommend 500 to 1,000 miles of shake down driving over the months leading up to your trip. Check the tire manufacture date. Create your carry along spare parts kit. Remember you need fuel, spark and compression for your engine to run. Maybe a spare fuel pump, distributor cap, rotor button and points & condensor or ignition module wouldn't take too much space and could keep you going out there. Get your road tool kit together. And most important find at least one other like minded LBC owner to be your rescue partner and then, **go for it.** "Drive on!"

Addendum: We got home fine, but my clutch went out after 142 miles of post trip driving. I did have my car problems too.



Vendors

Need something done that you can't do, check out these folks.

Mark Thomas, (traveling mechanic) 817-602-6485

Dave Logan, (traveling mechanic) 925-425-9230

Marty Enterprises (manufacture rebuilder), Ray 503-357-5640 Oregon

Tim Dickey, Integrity Automotive (full service shop) 775-351-2500

Wellman's Upholstery 775-331-7105 Reno

Terry Davidson at Classic Restoration (Upholstery) 775-331-3533

Ray's Tire Exchange (tire removal) 775-329-1106 Reno

Sierra Wheel Repair (can fix pitted chrome wheels) 775-815-1980

Ayres Brake and Alignment 775-331-4553, Sparks

AIMS Restoration (machine shop), Tyler 775-359-8866 Sparks

ABC Lock and Glass, Debbie 775-331-5308 Sparks

Brite Glass 775-827-6767 Reno

Concours Body Shop, Susan, 775-329-4557 Reno

ABC Plating, Rick, 775-3582929 Sparks

Car Chrome Decals 416-550-1906 carchromedecals@gmail.com

Lyon Craft, Kevin, (engraving) 541-633-6109

Engravers of Reno (name badges) 775-786-0776

Greenbrae Trophy Center (name badges) 775-358-8305

North American Embroidery (large logo for jackets) 775-322-8600

Canoe Hill Design and Embroidery, Carole, 775-846-5427 Sparks

Auto Repair Manuals www.Auto-Repair-Manuals.com,

[www. AutoRepairManuals.biz](http://www.AutoRepairManuals.biz), Michael, 989-839-4877

Industrial Finishers, 3865 Mira Loma Dr., Suite 102 775-729-4274

Touch-up and Paint matches

Woody's MGM Parts, Doors, windshields, rear ends, transmissions,

Woody Williams 775-364-4978, Yerington

OlPhartzPartz, Steve, Banning, CA 995-797-0730, www.olphartz.com

RBCC Events

- **Monday, July 4, 2022** Fourth of July Pot Luck in Virginia City
- **Saturday, July 23, 2022** Club Car Show at Dave Kingman's house in Glenbrook.
- **Saturday, August 13, 2022** Pot Luck at The Manchester's in Stateline
- **Wednesday, August 17, 2022** Sky Peaks Car Show after Coffee.
1520 Sky Valley Dr.
- **Saturday, September 10, 2022** Pot Luck at Washoe Lake State Park
- **Saturday, October 15** Reno British Car Club Show at Rancho San Rafael Regional Park, Reno, NV
- **Breakfast at Mimi's every other Wednesday.** The next ones are July 6 and July 20, 2022.

Other Events

- **Order of the Eastern Star Downtown Revival** July 9, 2022
Carson City
- **Western Washington All British Field Meet** July 23, 2022
Saint Edward State Park, 1445 Juanita Drive NE, Kenmore, WA 98028
- **Boy Scout Troop 33 Car Show, Carson Valley/Carson City** August 13, 2022
- **All Triumph Drive In ATDI** August 18-21, 2022
Olympia, WA Hosted by TYEE Triumph Club (Washington Club), ATDI (British Columbia Club) and PTOA (Oregon Club) It is a great drive which takes you through Canada, Oregon and Washington.
- **All British Field Meet, Portland OR** September 9-11, 2022

(Other events continue on next page)

Other Events

- **ID Field Meet Southwest 2022** September 18, 2022
Village in Meridian
- **Triumphfest San Diego 2022** September 8,9,10, 2022
Event Headquarters will be The Dana on beautiful Mission Bay
Web address: Triumphfest2022.com

Private RBCC Car Show in Glenbrook

There will be a Private RBCC Car Show in Glenbrook on July 23, 2022. Please note that you must drive an LBC to this event. Lunch will be a Pot Luck. More information will follow in a special edition newsletter. This is just our time of pot luck meals.

Reno British Motor Show October 15, 2022 San Rafael Park

Registration for the RBCC Motor Show is now live.

Go to renoallbritish.org Click on the menu and go to the Reno British Motor Show. Sign up now. Hope you can join us!

For a great story and wonderful images go to :

<https://www.wsj.com/story/the-joy-of-driving-in-a-1980-british-convertible-b63ade2c>

Sent in by Victor McDonald

Reno British Motor Show

October 15, 2022

On the Grass @ Rancho San Rafael Park

For Show Registration visit <http://renoallbritish.org>

Contact: (775) 622-7053

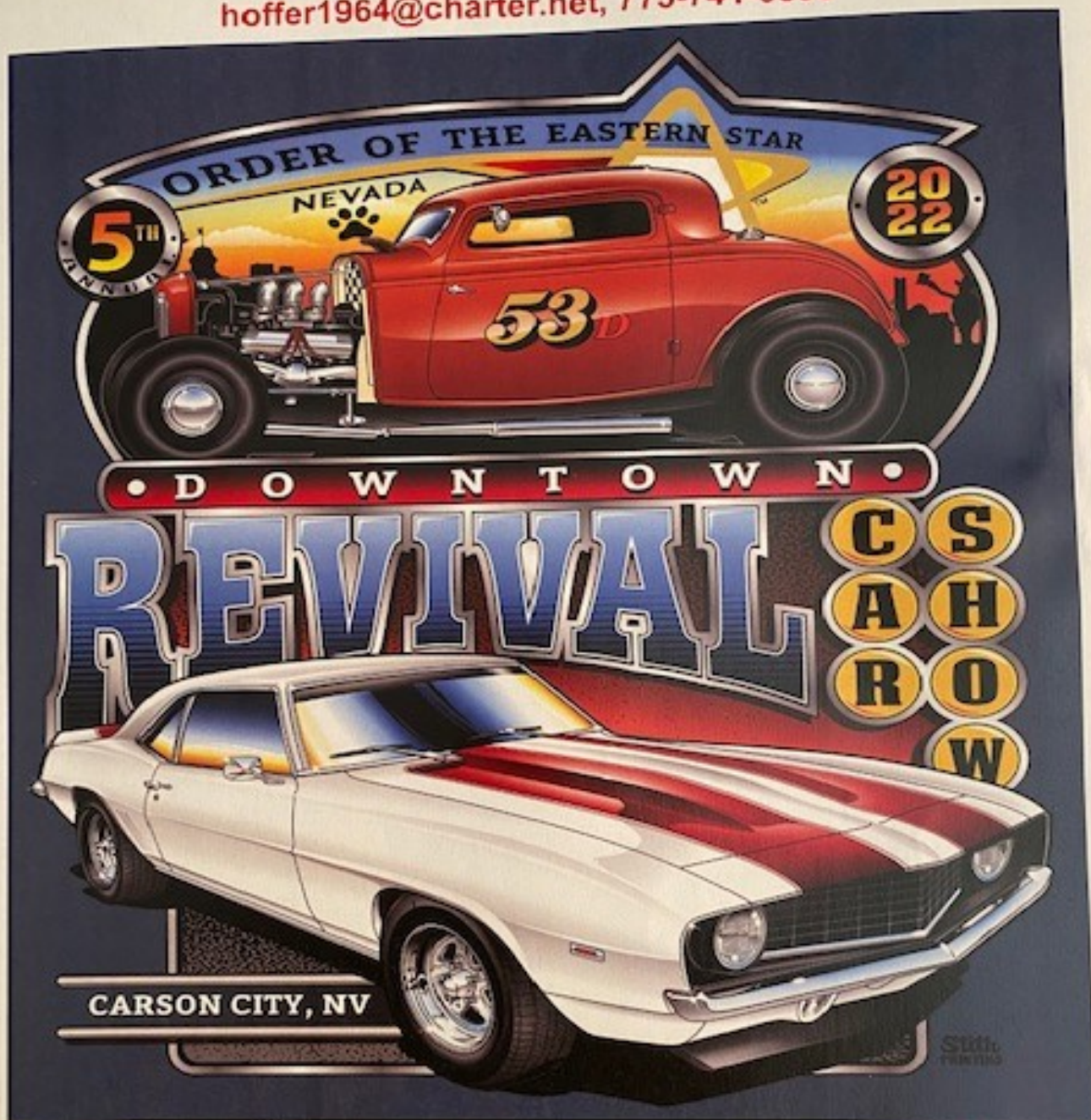
Local High School to benefit from event.



OPEN TO ALL MAKES AND MODELS DOWNTOWN CARSON CITY, NEVADA

JULY 9TH, 2022 9AM-2PM

hoffer1964@charter.net, 775-741-0899



THIS SHOW HAS NO CLASS!

WE'RE PICKY!



BRITISH AREA OF
RENO



VISIT
**CARSON
CITY NV**



NUMEROUS TROPHIES WILL BE PRESENTED