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Rolling News

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JULY 2023



July Chili Cook-off and Pot Luck

Our next luncheon is set for:

DATE: July 8, 2023

TIME: 11:30 a.m.

PLACE: Masonic Lodge, 164 C Street,
Virginia City

Come join the fun at our Chili Cook-off and Pot Luck. Please RSVP and sign-up for the chili cook-off or what you'd like to bring for the pot luck.

The RSVP link has been sent out via email and is included in the email to all members for this newsletter.

If you would like to caravan to Virginia City, please meet up at Tamarack Casino located at 13102 S. Virginia St. with wheels up by 10:45 a.m. (please arrive before 10:45 a.m.)

As in years past, RBCC will be supporting Daughter's of the Nile Foundation. We appreciate any donations—money will be collected at the Chili Cook-off.

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POINTS OF INTEREST

- On Page 4 is about RBCC meeting up for a British Invasion of HAN.
- On Page 6 is a fun story about Ken Moberly's new addition to the family.
- On Page 12 is an article about the Sean Burke's 1972 Jensen Healey.

President's Message

Articles of Impeachment #7 By Ray Hiett

Past events:

Bowers Picnic: Lawson Fox has written an article and it's contained in this issue on page 15. There are pics from Lawson and Dennis Tholen and you, dear reader, get one less article scribbled by me before you can move on.

Coming events:

Virginia City. Is just around the corner. It will be at the Masonic Lodge in V.C. on July 8. It's a chili cook-off along with other side dishes and desserts prepared by members. Your club will provide plates, utensils, soft drinks, and water. Patriotic napkins too. Sign up at SecretaryRBCC.com and sign up soon. We will miss, or not, the parade so we'll just have to enjoy the quiet of Virginia City. There is or used to be a neat little antique store in town. There may be a "watering hole" or two. This event is also a fundraiser for the Daughters of the Nile charity so please donate. There is an article on page 5 of this newsletter about this organization. Good cause.

Silvera Collection: July 19 right after our meeting at Mimi's. This is a private collection located at the Minden Airport and at the owner's home in Minden. It's limited to 25 attendees with an option for a second trip for those who could not get in on the first trip. This event is being organized by Dale Schuett. Dale has seen it before and says it's very impressive. Sounds like fun but no cameras are allowed. The capacity has been met so if you'd like Dale to organize another visit later in the year, please let him know.

HAN British Invasion: 7/31. Meet at the Black Bear Dinner on So. Virginia Street at 3:30. From there, we'll caravan to the Peppermill Parking Lot where we'll park as a group, enjoy whatever food we have, and enjoy our own little piece of HAN. See Randy Wright's humorous article regarding this event on page 4.

HAN Auction Drivers: volunteers to shuttle cars around during the show and auction. This is a major fundraiser for our own Reno British Motor Show. Sign up using the RSVP link that Kathy has set up (included in body of email sent out with this newsletter) Right now, there are 15 volunteers. The dates have changed with when our club is needed to drive cars. We are now driving cars Friday, August 4th and Saturday, August 5th. This is very important to our show and we need more drivers.

Sky Peaks: 8/16 This is a low-key car show put on by the RBCC at the Sky Peaks senior residential center located just off Sky Peaks Drive in north west Reno and is an event welcomed by the residents. There always seems to be many remarks like "I used to own one of those". Lots of good memories. Trophies are presented to the top 3 cars as chosen by the residents. Lunch is also served with the residents before the trophies are presented. It's a pleasant feel-good kind of thing. Bring your own lawn chairs. Linda Newberg is the chairwoman for this event. It's a good cause. So please attend or Linda will be mad at me.

Manchesters BBQ: Aug.12. This is what can be thought of as one of the best-attended events of the year. It's hard to believe it's just around the corner. All who have attended

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this before know that the Manchesters open their beautiful Lake Tahoe home for this event. Carolyn and Charlie do all the setup and cooking. Hot dogs and hamburgers will be served. Members bring sides and desserts. And help clean up. If you don't, names will be taken. We know where you live.

Reno British Motor Show: 9/30. This is our club's biggie. Peter Gulash is the ringmaster of this bunch. The planning is coming together really well. Enter now so the committee has some operating finances. T-shirts are available. If not, Karen G will be mad at me. See a trend here? I'm certain that Peter will not turn away any help, especially on the day of the event.

Graeagle Meadows Golf Course: We return to Graeagle Meadows Golf Course on Oct 14 for lunch followed by a visit to the Portola Railroad Museum. Lunch will be a choice of four items from the menu with members ordering from and paying for their own choices. While there will be no rsvp, we will need a head count so that the restaurant can prepare. The visit to the museum will be docent-guided. The cost will be \$8 each. The museum is normally closed that time of the year but they will open for us if we can have a minimum of 20 attendees and they will need a head count by 9/13 so please plan ahead. Thanks to Randy Wright for this trip.

November 11. TBD

RBCC Christmas Party: The Christmas party is scheduled for December 2.

As usual, this will be a potluck but the board will bring the main dish and members will be asked to bring sides, salads, or desserts. There will be a blind choice gift exchange. Stealing is allowed but a gift can only be stolen twice. It will be held at the Masonic Lodge on Peckham Lane.

MG Parts: Attached to the email containing this newsletter is the contact information of Debra Berry whose husband had recently passed. He had amassed a very large collection of MG restoration parts. It's pages long and too large to fit in our newsletter. I urge anyone with an A or B to review the list. Items are located in Dayton. I have and it's impressive. The prices are very low.

So now you don't have to make any extra plans for fun! You were warned!

Oh, and I've got a new toy.

Ray



British Invasion of Hot August Nights

July 31, 2023

By Randy Wright



As in the past, the club will gather again to participate in Hot August Nights. On **Monday, July 31, 2023** we will gather at the parking lot of the Black Bear Diner at 2323 So. Virginia St. at **3:30 pm**. It is immediately north of the Peppermill on the same side of the street.

There we will participate in a variety of Celtic tribal rituals prior to leaving for the Peppermill at 4:00 pm. This is the only day of Hot August Nights that non-registered cars can cruise and park in the Peppermill parking lot.

Following Nelson's plan at the battle of Trafalgar to overwhelm the combined French and Spanish fleets, we will leave *en masse* and parade through the combined masses of Fords, Chevys, DeSotos, Lincolns, Cadillacs and what have you, and pursuant to Nelson's famous signal, "*England expects every man to do his duty*," then *defiantly* park together to face the expected onslaught of Detroit sheet metal. Our efforts will certainly equal that of Wellington when he faced down Napoleon at Waterloo, but only if you participate and cover yourself with glory!

Bring lawn chairs and a picnic dinner.

Daughters of the Nile

RBCC has supported Daughters of the Nile over the last few years. Kathleen Phelps and Pam Schueler are both very active in this organization. We have collected donations for this organization in the form of items and money. We will be accepting donations at the Chili Cookoff on July 8th.

“Who we are and what we do—Daughters of the Nile working together for the children.”

WHO WE ARE

Daughters of the Nile is an international fraternal organization for women 18 years of age or older. They are related by birth or marriage to a Shriner, Master Mason, or a Daughter of the Nile. They may also be a majority member in good standing of a Masonic-related organization for girls, or a former patient at a Shriners Hospital for Children. Founded in Seattle, Washington in 1913, Daughters of the Nile members total over 17,800 in 131 cities throughout the United States, Canada, and South America. Our members are proud of their long association with Shriners International and their continuing support of Shriners Hospitals for Children.

Our one and only charitable endeavor is Shriners Hospital for Children and their network of medical facilities throughout the United States, Canada and South America. They are renowned for providing the highest quality care to children with neuromusculoskeletal conditions, burn injuries, cleft lip and palate, and many other special healthcare needs within a compassionate, family centered, and collaborative care environment.

WHAT WE DO

The Daughters of the Nile contribute monetary donations of over \$2 million annually to Shriners Hospitals for Children through their Foundation (US) and Trust (Canada). Since 1928, they have contributed over \$68 million, second only to the Shriners themselves.

Each year their members give generously of their time and talents by providing more than 180,000 hours of volunteer time at the hospitals. In addition, they sew clothing, quilts, and special projects requested by the hospitals, provide books, toys, games, and other educational/recreational materials, and sponsor parties for patients and their families each month. The annual value of these hours and donated items is in excess of another \$1 million annually.

You can donate online at <https://donfdn.org/shop/donation/>

Bring a Trailer Success Story

By Ken Moberly, RBCC Member

I already have two Morris Minors, a Mark I Bugeye Sprite, a Mark III Sprite, a MG Midget, a MG Midget project car, and a disassembled Willys CJ3A waiting for restoration. So, why would I be bidding on another car?

I love Bring a Trailer because I love cars, all the cars.

As it happens, I was looking through the cars at auction on BaT a couple weeks ago and I came across a black 1980 MGB Limited Edition. The car is a survivor. It was not in perfect condition; the paint has a few defects, the original carpet was worn and stained, there was a repaired chip in the windshield, the underside was dirty, the owner said the radio worked when it felt like it, and the original seats had been replaced with Mazda Miata seats. Those were the things I knew about but still, the car spoke to me.



The bidding was to end on May 10, 2023. There was one early bid on May 3 for \$5,000. There were lots of comments from viewers about the paint, the location of the MGB Limited Edition decals and stripes, and whether the Miata seats should be used or replaced with the original seats that came with the sale. But no additional bids for six days.

On May 9 the MGB got another bid for \$5,100. On May 10, twenty hours later, it got another bid for \$5,200. Was something wrong with this car?

I've bought cars at auction before, so I know you must be patient. I've also bought cars in much, much worse condition and I know anything can be fixed. I also knew this car was worth well over \$10,000. Plus, I liked this MGB, so I placed my first bid at \$5,400.

I believe that's when the pack woke up. Back and forth with the two-minute hard close, the price climbed. There were two odd \$100 bids, placed by different bidders, which were strategically placed within several seconds of the hard close, but other than that the two of us who really wanted the car played the bidding game. I was in the hunt.

24 minutes after my original bid and 25 bids later my bid was \$9,900. I watched those two minutes count down second by second as I waited for someone else to bid but, all-of-the sudden, mine was the winning bid.

I sat in front of the computer, bewildered, and wondered aloud why I had purchased another LBC. Where was I going to park it when I got it home? I'm in Reno, Nevada and

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Terry, our youngest daughter, Kristy, and I left for Boise early Monday morning towing our car trailer. It was a pleasant, seven-hour drive including lunch. We arrived early and checked into our hotel.

I called Greg when we got to the hotel. He said he would get off work early and meet us at his home about 15 minutes from the hotel. The MGB was warmed up, polished and sitting in front of his garage when we arrived. We had about two minutes to admire the car when rainclouds burst above us. The rainstorm was sudden and intense, so we sought refuge in Greg's garage.

It turned out that Greg is another car guy and a fellow Navy veteran. He graciously showed us his car collection in his three garages while we waited for the rain to stop. I could not have asked for a nicer guy to buy a car from. When the rain finally stopped Greg grabbed shop towels and began to dry off the MGB while apologizing for the rain.

Greg offered to drive the MGB into the trailer, I tied her down and he said his goodbyes to the MGB. That night the three of us had a nice dinner at a crab restaurant next to the hotel.

We got an early start towards home the next morning and the trip was uneventful. However, we saw a herd of antelope on the way to Reno, sat in construction traffic for a half hour, and we used a lot more diesel getting home but that was to be expected towing the biggest LBC I now own.



British Humor



Q: Know why the British don't make computers?

A: They couldn't figure out how to make them leak oil!

-Bill Hancock

Q: What do you call an MG with dual exhaust?

A: A Wheelbarrow!

-Philip Payne

Q: How do you double the value of a Triumph?

A: Fill it up with gas!

-Paul Helsby

For those of you who have never had the pleasure of owning a British car, but want to know what it's like: Next big rainstorm, wait till dark, roll down all windows, leave off lights & heater & wipers and go for a drive. Stop at every intersection and throw out a twenty dollar bill. It's not exactly the same, but it's real close.

- Mike Nash

Drive Your Dream

Sean Burke's 1972 Jensen Healey Series 1

By Sean Burke



My journey to LBC in close to different than chase. Some

I grew up as the er to another – fellow RBCC ber Tom Burke. 8 years old, home a mis- that he ended the family gar- course of 5

“real” mechanic work was assisting him as he worked on this MG, while also learning every bad word in the book during the process! Thanks, Tom!



owning my first 20 years is a bit the casual pur- back-story:

younger broth- LBC aficionado car club mem- When I was 7 to Tom brought matched MGB up restoring in age over the years. My first

Fast forward to when I was 16. My father and I bought a 1971 Series 3 E Type Jaguar from a fellow in an adjoining town by the name of Wolfgang Fuss. By this time, I was working as a mechanic's assistant/helper in a local auto shop. So my part of earning co-ownership on this beautiful E Type was doing maintenance and repair. My Dad bought the parts but he never once turned a wrench...I learned a lot. Enough of the back-story (and I could go on and on about riding in my brother's MGB in lawn chairs to school).

Now on to the summer of 2019. I was looking for a project for me and my kids to teach them a bit about how to maintain a car while also getting something fun for me to dig in- to as an additional hobby. Obviously, I chose to look for a British car as the project. My then nine year old son, Ciaran (also in the RBCC – he is the proud owner of the orange MGB) was commissioned to conduct the search. My direction to him was to find some- thing that needed work, while not spending more than \$5,000. In addition, he was to find something that was on the “rarer” side of things. Within a month or two, he found two Jensen Healeys that were close to us in South Reno.

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We looked at the two cars. One was a red 1974 with a Buick V6 that was somewhat running for \$4000 – instantly out of consideration. But the other was another matter. It was a stock British Racing Green 1973 Jensen Healey. A rolling chassis (well, sort of as it had 4 flat tires) with plenty of rust. And there were over a dozen boxes and crates included in the deal which supposedly held all of the parts needed to put the car back together. This is what we were looking for!

We loaded it on the trailer. Little did I know it would take 4 years of consistent work to get it looking and running pretty well.

After some research and review of the documentation provided with the car, I found that the beater green Jensen Healey was an early Series 1 car with a VIN of 10434 (the 434th JH made) which had a production date of April, 1972. Turns out that it was the first Jensen Healey to be delivered to the US West Coast and was sold through the Jamestown dealership in Long Beach by Lou Mirabile. The buyer was Dr. Charles Spicer. It even made the local paper!

The original owner Dr. Spicer and his wife Dorothea owned the car for a little over 10 years. The next 40 years saw 4 more owners. By the time we got it the car had gradually degraded to a state where it needed almost total restoration if it was ever to be driven again.

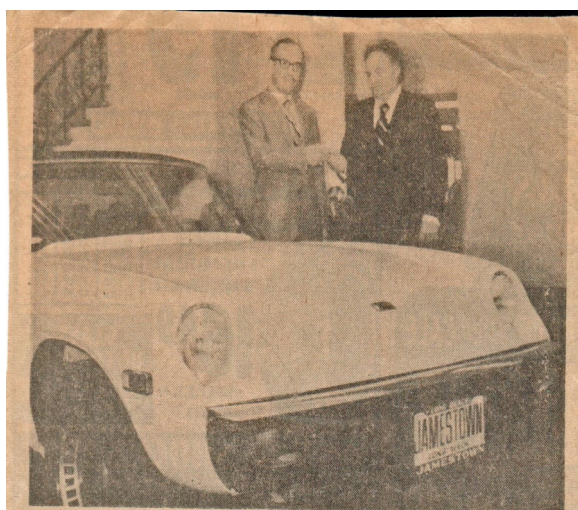
Now, what all was done?

- All rust was sanded out or parts replaced
- New primer, multiple coats of British Racing Green, and a clear coat were applied.
- A new windshield was fitted.
- New rubber seals and gaskets were installed.
- Chrome and stainless parts were re-dipped, polished, and reinstalled.
- All other metal surfaces were prepped and painted with multiple coats of Rust Bullet.
- The engine was rebuilt. New bearings, cylinder liners, high compression pistons, water pump, valves, head work, and gasket set were installed.
- Twin Weber DCOE45 carburetors and a new intake were fitted.
- A rebuilt distributor with a new Petronix Ignitor 2 and a new coil were installed and the engine timed...after a failed attempt with a 123 Ignition.
- A new starter, clutch, pressure plate, throw-out bearing and pilot bearing were installed.
- All electrical connections, a new fuse box and numerous switches were addressed to root out electrical issues too numerous to mention. Thanks Lucas!
- A new aluminum radiator and all new hoses, belts and tensioners were installed.
- The rack and pinion unit was refreshed with new boots and fluid.
- A new master cylinder, rebuilt PDWA, new brake hoses, rear wheel cylinders and rebuilt calipers were installed and the system bled.
- A new gas tank and fuel pump were installed.
- Sound deadening was installed in the interior and trunk prior to a new carpet kit.

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- Door panels and interior panels were constructed and fitted.
- The original seats and crash roll were rebuilt with new materials and covers.
- New shocks and SuperPro bushing were installed.
- New wheel bearings, seals, u-joints and transmission mount were installed.
- The wheels were powder coated and new tires mounted.
- A new tonneau cover and sound system were installed.
- Lastly, the soft top frame was powder coated and a new soft top installed.

As documentation is rather limited on the Jensen Healey, and the parts and service manuals were lacking in visual documentation, many, many of the parts had to be re-fitted by trial and error. Viewing pictures/posts on the Jensen Healey Preservation Society forums, discussing questions with Delta Motorsports (a JH parts source & JH mechanic), viewing anything we could find on the internet, and visiting JH bone yards with whole cars sitting in the desert outside Southern California, helped me to reconstruct the car. Many a picture was taken for reference whenever I had a Jensen Healey in front of me!



TAKING DELIVERY of the first Jensen-Healey sports car on the West Coast is Dr. Charles Spicer. Lou Mirabile, vice-pres. and general manager of Jamestown makes the presentation.

IMPORTED CAR NOTES



By BILL EMERY
Associate Auto Editor

Since the demise of the Austin-Healey 3000 in 1966, there has been a gap in the sports car market in this class. Jensen Motors Limited of England has designed a two-seater convertible powered by a new 2-litre twin overhead camshaft 4-cylinder engine to fill this gap. The 140-hp engine is slanted and has 16 valves.

The first one on the West Coast was delivered this week at Jamestown, 1350 Long Beach Blvd.,

Typical economy is shown on the spec sheets as 24 mpg on regular fuel. An interesting rundown according to constant speeds shows mpg at 34.4 at 90 mph, 26.6 mpg at 60 mph and 22.2 mpg at 80 mph, so pick your speed and reward yourself accordingly.

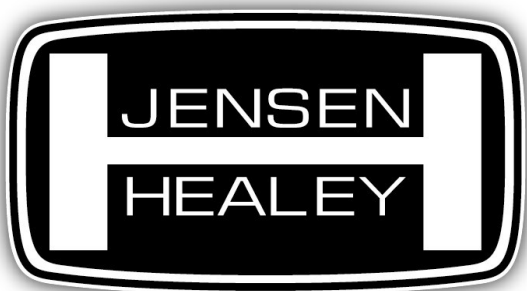
Jensen-Healey's interior is finished in black with an accent on comfort. Both bucket seats are fully reclining and feature adjustable headrests including inertia reel lap and diagonal seat belts.

Servo assisted dual line

hydraulic brakes have discs in front and drums in the rear. Front suspension telescopic dampers and suspension features live double wishbones. Rear features coil springs with axle, coil springs, trailing and semi-trailing links and telescopic dampers.

Top speed is 120 mph using twin Stromberg carburetors and acceleration from 0-60 mph takes 8 seconds. The car delivers in Long Beach for \$5295 and includes AM/FM radio and tonneau cover.





JENSEN HEALEY HISTORY

Submitted by Sean Burke

Change was in the air and Donald Healey (previously of Austin Healey) found his Big Healey being replaced in the BMC lineup with the MGC (emissions regulations were the excuse). Similarly, factory overcapacity at Jensen was a concern for Jensen Motors as they produced the bodies for the Sunbeam Tiger/Alpine and the Austin Healey – both of which were going out of production. With both needing to find a new future, discussions between Healey and Jensen Motors sparked an all-new sports car that they hoped would fill the space in the market left by the Austin Healey 3000 and Sunbeam Tiger.

Kjell Qvale was a driving force in this developing relationship as he was a large Austin Healey distributor who became a major shareholder at Jensen. Subsequently, Donald Healey became a board member at Jensen along with Alfred Vickers from Rolls Royce. This collaboration was to produce an all-new sports car to join the Jensen Interceptor in the stable at Jensen Motors. The X500 concept from Healey was used as a basis for early design (as well as Vauxhall components) and the initial chassis was delivered in 1970. Further design adjustments and a search for a suitable engine continued until the new car's release in early 1972. Colin Chapman with Lotus Cars agreed to supply their newly developed 907 engine for the Jensen Healey prior to its use in the Lotus Elite, Esprit, and Eclat.

For more information, visit the Jensen Museum site:

<https://www.jensenmuseum.org/jensen-healey-story/>

Do you want to get more involved in the RBCC?

As our club grows (which is exciting!), we are in the need for more volunteers to help with various duties. The RBCC Board is looking to fill our final new Board Members (non-voting). If interested, please contact Ray Hiatt, President.

- **Director of Driving Events**—this position would schedule and route driving events for our members. Ideally four driving events a year.

Driving the Sonora Pass Road

CA 108 Over the Sierras

By Lawson Fox & Peter Gulash

Looking for a new adventure in our LBC's, Peter Gulash and I got to talking. I mentioned that the only pass over the Sierras that I had never driven was the Sonora Pass road, CA 108, from US 395 over the Sierras to Sonora, CA. It took about half a minute for us to decide that we wanted to drive this road.



Two LBCs looking for adventure!

In mid-June, just a week after CA Hwy 108 was reopened for the summer after being cleared of the winter's very heavy snowfall, we left Reno around 7 a.m. We drove south on US 395 at a good clip getting to the Sonora Pass turnoff in a little under two hours. We made the right turn onto Highway 108 and started the climb.

First, we passed the Marines Mountain Warfare Training Center base which was very impressive looking over at it from the highway. Then we really started going up. At a recreation area with river access and picnic tables, I noticed a Marine in full combat gear, including his AR 15 automatic weapon over his shoulder, getting ready for a hard training session in the mountains. Not something I had seen before.

Highway 108 was just repaved in the summer of 2022 so it was billiard table smooth with no obvious wear and tear from a winter that had buried it in snow. In other words, perfect for our sports cars. The scenery is spectacular with lots of snow in the high country, large redwoods and pine trees, and no hidden intersections to worry about. We were very lucky as the three cars that we caught up to on the climb quickly used the turnouts to allow us to pass. We always waved a big Thank You!

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Lawson Fox with a huge smile and his 64 MGB



Peter Gulash in the wild

The road really tightens up and begins to climb at a steep grade which goes on for quite a few miles. This is the first time in years that I had to use second gear full throttle in my MGB occasionally shifting to third then quickly back to second to optimize my speed. This went on for several minutes and it was fantastic!

The pass is 9620ft, the second highest pass in the Sierras after the Tioga pass which provides access to Yosemite National Park from Lee Vining, CA, to the park's east. The descent into California is just as spectacular as the ascent with the spectacular rock face of the mountain to your right and a drive-through gateway with two rock spires to either side of the road at one point still high in the mountains.

We both completed the 340-mile drive with our cars performing well and smiles on our faces. It was a great day. Can't wait to see what our next driving adventure will be.

June Lunch—Bowers Mansion Picnic

June 10, 2023

By Lawson Fox

The weather looked threatening, even showing us a few distant lightning bolts over Washoe Lake, but it couldn't stop a great June meeting at Bowers Mansion Park. President Ray was sporting his new Jaguar F Type and revving the engine launching various snap crackle and pop noises as he let off the gas. But he came to his senses and held a record-short meeting that couldn't have lasted more than 10 seconds. Gladly he finally brought it to an end so we could all resume our intense but often arcane discussions on the various challenges (opportunities?) our British cars were presenting us with this week.

There we probably about 30 people and well over a dozen cars. A good time was had by all and the setting was absolutely beautiful with wonderful cool wind-free weather. Spring has been so mild that I am sure July and August have some triple-digit days just waiting for our next couple of meetings.



Reno British Motor Show Update

The Reno British Motor Show opened up registration on May 15th. You can now order T-shirts. The date is set, the venue is set, and the committee members are organized and working on the event.

CHANGE OF INFORMATION ON HAN AUCTION DRIVERS:

The RBCC is seeking volunteers to help drive Hot August Nights Auction Cars from **Friday, August 4th through Saturday, August 5th. There are approximately 10-20 shifts per day that need to be filled.**

The RBCC is no longer needed to drive cars around at the beginning of the week. Another organization has taken those spots.

As we get closer to the event, David Doyle will need information from all drivers to include your drivers license, your picture and your shirt size. All drivers will be able to keep the shirt this year.

The club receives a nice donation from HAN Auctions for helping out and the funds raised are used to support our Reno British Motor Show. The Secretary, Kathy Schuett, sent out multiple emails with a link to sign up to drive cars. The form will allow you to sign up 2 people so grab your spouse or a buddy to help. You get the opportunity to drive some awesome cars.

Mark your calendars for **Saturday, September 30, 2023**, and be at the Rancho San Rafael Park on the grass.



Mimi's Breakfast

We continue to have a good turnout for Mimi's breakfasts. The staff is always on the ball, ready with coffee and water to start off; they know the "regulars" - what they order, who their spouses are and the meals come out quickly.

RBCC members enjoy chit chatting in the parking lot, looking at each other's cars and telling tall tales.



July's breakfast meetings are Wednesday, July 5th and July 19th at 9:00 a.m. Mimi's is located at 5090 Kietzke Lane, Reno, NV

British Marque—May Issue

Do you still have your May issue of the British Marque? If yes, please save it and give it to Tom Foote, whose "Cattin around" article was published in the British Marque. Tom will not be at the July 5th breakfast, but Dale and Kathy Schuett will be there and can collect your May issues for Tom. Tom will be at the Virginia City event on July 8th.

Classifieds

- Debra Berry is looking for someone to take her deceased husband's large lot of MG parts and project cars: '70 MGB Roadster, '79 XJ12, '63 MK2 RHD, '60 MK2. Attached to the newsletter email distribution is a copy of the parts list. If interested, please contact Debra Perry at 775-720-4979 or email at ddduchess@icloud.com. Items are located in Dayton.

Classifieds Continued.....

- 1955 Austin-Healey 100/4 Series BN2. Dark green metallic with black interior. Rust free Nevada car with good paint, panel fit, chrome and interior. Drives great. Being sold by deceased owner's wife. Recent work done—New: battery, terminal wiring, taillights, water temp gauge, dash wiring harness (OEM), fuel pump. Re-built: carbs, ignition, gas tank removed and cleaned. \$42K For more information call Greg at 530-263-4641



- 1962 Mk2 Austin Healey Sprite project for sale. Body # HAN6L24681. No engine, transmission, seats or steering wheel. I have a Suzuki G13B 1.3L DOHC engine and Samurai 5spd transmission I was planning to fit in. They both need complete adaptation/rebuild, but are included. Some rust in usual places, floor pans, fenders and door pillars although none has penetrated all the way through as yet. It has a fiberglass Bugeye bonnet with forward tilt hinges. The convertible top is in fair condition, marked up a lot, but no holes. No front or side glass, but the front windshield frame is there. Please call/text Terran Goodwin at 775-300-1174 or email pirate_t_bone@hotmail.com if interested. (Side note: Terran has a bunch of pictures on OneDrive he can share with you if interested.)



Classifieds Continued.....

- 1968 MGB – FREE to a good home. This car hasn't been driven in 20+ years. Bonnie Terry is hoping someone will snatch up this car and restore it. She wrote a nice article about the car and it is attached to the distribution of our newsletter. Contact Bonnie Terry at 775-530-5943 (call or text) or at bterrynv@sbcglobal.net



- 1961 MG Midget. over 14K in receipts in parts and labor over the last three years. Including a completely rebuilt 1275 with all the good stuff and a T-9 UK 5 speed transmission. Most everything has been replaced or rebuilt. All receipts are in a binder. Two, relatively new, tops. A black one and a Stay Fast tan one. Original bows, side curtains, and steering wheel. The wheel is not perfect but very rare since most were swapped out for wood rim early in their lives. Has the disk brakes in the front, new pads and brake bleed. Had shown it last year at the Reno Eastern Star car show in Carson City. Less that 200 miles on the rebuild. I have been diagnosed with arthritis in L1 - L4 vertebrae. Can't enjoy the car as much as I would like. Looking for 8K or offer. Car is in Carson City. Please contact RBCC Member Paul Rader (see membership list for his contact information).



RBCC Upcoming Events

- **Wednesday, July 5th and 19th, 2023 at 9:00 a.m.** Breakfast at Mimi's 5090 Kietzke Lane, Reno, NV
- **Saturday, July 8, 2023 at 11:30 a.m.** Masonic Lodge, Virginia City. Chili cook-off and potluck. More information coming out later in June.
- **Wednesday, July 19, 2023 at 1:00 p.m.** Guided tour of the Silvera Collection in Gardnerville. Tour is limited to 24 attendees. More details and sign up form to follow at a later date.
- **Monday, July 31, 2023 at 3:30 p.m.** Hot August Nights British Invasion at Peppermill. We meet at 3:30 p.m. at Black Bear Diner in Reno to caravan to the Peppermill.
- **Saturday, August 12, 2023 at 11:00 a.m.** RBCC Potluck Luncheon at the Manchester's, So. Lake Tahoe. More information will come out the month before the event.
- **Wednesday, August 16, 2023,** after Mimi's breakfast. Sky Peak Car Show, at Sky Peak Senior Living Community, 1520 Sky Valley Dr., Reno, NV
- **Saturday, September 30, 2023.** Reno British Motor Show, Rancho San Rafael Park. Reno, NV Contact Peter Gulash at 775-622-7053
- **Saturday, October 14, 2023 at 12:00 p.m.** RBCC Luncheon at Graeagle Meadows Clubhouse Restaurant, 6934 CA-89, Graeagle, CA
- **Saturday, October 14, 2023 at 2:00 p.m.** After the RBCC Luncheon at Graeagle Meadows Clubhouse, the club will be going to the Western Pacific Railroad Museum in Portola, CA. We will need a headcount of members attending by 9/13/23. More information coming in August.
- **Saturday, November 11, 2023.** RBCC Luncheon—place to be determined.
- **Saturday, December 2, 2023.** RBCC Christmas Luncheon at Masonic Lodge, 601 W. Peckham Lane, Reno. Time to be determined.

Other Car Show Events

- **Saturday, June 3, 2023, Sierra Cascade Street Rodders**, Plumas Sierra County Fairgrounds, Quincy, CA
- **Sunday, June 11, 2023, Oak Farm Vineyards Classic Car Show**, 11:00 a.m.—4:00 p.m. 23627 N. DeVries Rd, Lodi, CA 95242
- **June 22—June 24, 2023, Idaho British Car Club Summer Tour ‘23** Oxford Suites, Pendleton, OR. If interested, contact Linda Mascuch at plbs1234@gmail.com
- **Saturday, July 8, 2023, Carson City Downtown Revival Car Show** 9:00 a.m.—2:00 p.m. at 201 N. Carson Street, Carson City, NV
- **July 15, 2023, Western Washington All British Field Meet**, St. Edward State Park, Kenmore, WA
- **July 27– July 30, 2023, All Triumph Drive-In**, Eagle Crest Resort, Redmond, Oregon <http://www.portlandtriumph.org>. Registration opens in March 2023
- **Sunday, July 30, 2023, at 9:00 a.m., Highlander Classic II**, 2nd annual summer rally fundraiser around North Lake Tahoe. For more information visit: www.tahoetruckee.younglife.events/highlanderclassic2023.
- **July 28—August 6, 2023, Hot August Nights**, Virginia City, Sparks and Reno, NV
- **September 7—September 10, 2023, Triumphest Marin 2023**, For more information visit Triumphest.org or email triumphest2023@gmail.com
- **September 18—22, 2023, California Healy Week 2023**@Beach Retreat and Lodge, Tahoe
- **October 16—20, 2023, GoF West**, Carlsbad, CA For more information email GoFWestinc@gmail.com. For the flyer and registration form, see prior RBCC Rolling Newsletters for forms.

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
Sierra Wheel Repair (can fix pitted chrome wheels) 775-815-1980
Ayres Brake and Alignment 775-331-4553, 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, 775-358-2929 Sparks
Car Chrome Decals 416-550-1906 carchromedecals@gmail.com
Engravers of Reno (**name badges**) 775-786-0776 contact@engraversofreno.com
Greenbrae Trophy (**name badges**) 775-3588305 gbtrophy@aol.com
North American Embroidery (**logo RBCC jackets**) 775-322-8600
Canoe Hill Design and Embroidery, Carole, 775-846-5427 Sparks
Industrial Finishers, 3865 Mira Loma Dr., Suite 102 775-729-4274
Touch-up and Paint matches
Woody's MGM Parts, Woody Williams 775-364-4978, Yerington
Ol' Phartz Partz, Steve Christiansen, Banning, CA 951-797-0730, 714-686-1236 cell
www.olphartz.com
Big O Tire Balance Wire wheels and sells 14" tires 775-737-0085
Classic Restoration, 3000 Highway 40 West Verdi 775-331-3533
Auto Diesel Electric Supply, LLC, 1267 Gator Way, Reno, Larry White 775-358-0607
Hero Environmental Services, 4900 Mill St. #7, Reno, NV Owner: Gary Grimes, 775-900-4376
Miranda's Auto Repair, Juan Miranda, 2556 Wrondel Way, Reno 775-828-5244

The Following are Internet Companies:

MossMotors.com, 800-667-7872
Northwest Import Parts, www.northwestimportparts.com, 503-245-3806
The Roadster Factory, www.the-roadster-factory.com, 800-234-1104
British Parts Northwest, www.bpnorthwest.com, 503-864-2001
Abingdon Spares, abingdonspares.com, 800-225-0251
Rimmer Bros, www.rimmerbros.com, 855-746-2767
Delta Motorsports, LLC, www.deltamotorsports.com, 602-265-8026 (Jensen Healey)

British Motor Show

RENO

THE BIGGEST LITTLE CITY IN THE WORLD

September 30th 2023



On the Grass at Rancho San Rafael Park
To register visit <http://renoallbritish.org> Contact: (775) 622-7053
Registration fee \$35.00 per vehicle – lunch included – Silent Auction
Boys & Girls Club of Truckee Meadows to benefit from event.

