Next Pizza Social: ------------> 7 pm - Tuesday Dec. 3rd
(AKA "Meeting")

Location: ---------------------> Round Table Pizza
Bullard and First St.

Subject: ---------------------> We'll discuss next
year's calendar of
events.

Upcoming Socials: -------------> *Jan. 7th, 1997
*Feb. 4th, 1997
First Tuesday
of every month

* Dec. 15 - 3:00 P.M.:----------> HOLIDAY PARTY!!!

WOW! It's already that time again! Time for the second
annual BSCE Holiday party being held once again at
"Chateau Molineaux". Debilyn and Kevin have once again
graciously opened their home in the Yosemite Lakes Park
area for us to get together and "wrap up" 1996.

PLAN NOW TO ATTEND THE SOCIAL EVENT OF THE YEAR!
While you're at it, please plan to bring a six pack of
your favorite "micro-brew" (British Brew?) and we'll have
our own little beer tasting. If you're not into beer (?)
bring the beverage that "turns your key"! We also ask you
to bring an appetizer or a dessert for 6-8 hungry folks.
With all the new BSCE inductees we should have a big
turnout and a great Holiday Party. If you can, bring your
British car, your significant other or friend and a
holiday attitude! This event is a great time to meet most
of the other members and make new friends. Suggested dress
for the party is dressy casual but don't let that stop you
from coming as you are. We want you there! For more info
call Debilyn at 432-7635 or 642-4243.

We flatlanders will meet at 2 pm at Carl's Jr. on
North Blackstone (the one in front of Best Buy). It's just
north of Herndon on the right. That way we can drive up
together as a group. Call me at 439-5062 if you need more
information.

DECEMBER'S NEWSLETTER IS SPONSORED BY:

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OCTOBER 20TH. TOUR TO YOSEMITE

by: Marty Hardison

Taking a chance on the weather, the all British vanguard assembled at 8 AM sharp Sunday behind the Carl's Jr. on N. Blackstone. First to arrive were Tom and Nancy in their TR-250 (sparkling clean of course), then Doreen and me in our TR-6 and a few minutes later Jim and Kathy in their very nice, newly acquired '52 MG. (Bravely with the top down!). After a short chat and intros we set off with Tom in the lead, northbound on Hwy 41. We crossed the San Joaquin and headed for the hills. Along the way we picked up two more very welcome, but definitely non-British, sports cars. We were joined by Jerry and Carol in their Datsun 240-Z at Hwy 145 and a few miles later Kevin and Debilyn in their Porche rounded out the pack.

We made our first pit stop in Oakhurst at Burger King about 9:30. Some refueled on coffee and breakfast while others ate Whoppers (no cheese please)! Before we got underway again we socialized in the parking lot under a bright morning sun in a clear sky. It was a going to be a perfect day for a tour! We checked out the '52 MG and found out just how brave Kathy is to "co-pilot". She said she is sensitive to cold and the MG lacks a heater! What a trooper!

Leaving Oakhurst and passing Yosemite Forks we wound our way along the Lewis Fork of the Fresno River and on through Fish Camp non-stop until we reached the park entrance booth. There we pulled over for our second pit stop and discussed whether it was wiser to go to Glacier Point and possibly deal with windy cold weather, or take the safe and probably much warmer route to the Valley floor. Well... once we found out that Debilyn had only seen Glacier Point in a picture she has in her office, we all decided to go for the summit.

We fired up our engines, pulled back on the blacktop and headed for Chinquapin where the road to Glacier Point branches off. Turning off, the road quickly climbs another 1200 ft. to the Glacier Point parking lot. Each driver found a spot in the lot and we gathered to make the walk to the top. On the way we checked out the new park service construction. Apparently they finally found the money to build new restrooms and a concession stand store combination. Nice mountain architecture.

What a view from the top! It's LONG way down to the valley floor. The waterfalls were rather puny but there was lots of naked rock to look at. After admiring the sights for a while and snapping some pictures the group decided have lunch at the Point. After huffing and puffing to the cars and back for the goodies we located a perfect spot on a long rock bench in an open area that was windless and surprisingly warm.

So we sat in the sun like a bunch of chipmunks when out of the blue Kevin decides to entertain us. With a sandwich in one hand and a plastic squeeze bottle of mustard in the other he twisted the top open and received a quick squirt of mustard that nailed him all over his face! If you want to know more your going to have to ask him yourself!

We talked about some different routes to take home, but it was getting too late so we decided to return the same way we came. Departing the parking lot about 3 PM, we were on our way down the
mountain when something potentially dangerous happened. We were making good time when just as I glanced in my rear view mirror I saw the MG's passenger door fly open! Being the "suicide" type that is hinged at the rear it looked like it was going to do some damage to the car and maybe Kathy. Jim quickly pulled off out of sight around a curve and the rest of the cars pulled off behind him. I pulled off ahead and notified Tom on the CB to come back. Fortunately Kathy was not hurt and the door did little or no damage. Apparently the door hadn't latched properly and just let go in a gust of wind. (Told you we were making good time!)

We needed a break after that episode so we stopped directly in front of the Wawona Hotel for a picture taking session. Jim has a "large" format camera from his photographer days and was kind enough to take pictures of all the cars with the hotel in the background. (Bring the pictures to the next meeting or the Christmas Party will you Jim?) Someone suggested we stop at the Marriott Hotel at Fish Camp so off we went again down the hill. We lined em' up in the parking lot and went inside. We had a great time over beers and more food.

Since we were all headed in different directions once we got past Oakhurst, we said our "see ya's" and jumped back in our respective cars and headed home. But, we ended up stopping at the Burger King again for another pit stop and some more conversation before heading home. Guess we just didn't want the day to end!

If you weren't with us, you should have been! We had a great trip. The next time we schedule a weekend tour, make arrangements to go with us. Let's see if we can get 8-10 cars together for another tour through the mountains in early spring. Hope you can't wait

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**Consumer Reports**

**Tests Produce Surprising Results on Oil Brands and Changes.**

Consumer Reports, with one of the most widely respected product testing laboratories in the world has just released the results of an extensive test on oil brands and oil changes, as well as other issues regarding car care. In the process, the testing demolished much of the conventional wisdom regarding car lubrication. The two most surprising results:

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The frequency with which oil is changed doesn't matter after the first few oil changes on a new engine, and the type or brand of oil used can not be shown to make any difference.

The testers placed freshly rebuilt in 75 New York taxis and then ran them for nearly two years, with each cab racking up 60,000 miles, placing different brands and weights in different cars and changing oil at 3,000 miles in half the cars and 6,000 miles in the other half. At the conclusion of the test period, the engines were torn down, measured and inspected. The conclusion: Regardless of the brand of oil or weight, no measurable differences could be observed in engine wear. Furthermore, there was no difference among cars which had oil changed at the shorter or longer interval.

Does this have any bearing on the enthusiast's car, which is given almost the opposite usage - stored for long periods of time then started and driven for short distances? The tests suggested that our type of usage would build up sludge and varnish, indicating that an annual or semi-annual oil change is a good idea regardless of how much mileage the car is driven. But there is little indication that the brand or weight needs to be given serious consideration, and synthetic oil has no discernible advantage over the old stand-bys. More information on the tests and results can be obtained from Consumers Union or the July issue of Consumer Reports available in most libraries.
How to buy a high performance sports car—complete—for less than $2600.†

Start with a dealer who sells the new Sunbeam Alpine V. You'll find it as advertised above—and carrying Chrysler's 5-year/50,000-mile power train warranty* besides.

It took British Sunbeam and Chrysler together to bring it about, but there it is: a tough Class F contender for a mere $2367.†

Alpine V has muscles. A bigger 1725 cc engine puts out 100 hp at a comfortable 5500 rpm. With twin carbs, a regeared, fully synchronmeshed 4-on-the-floor plus quick clutch, 0 to 60 comes in 12.8 seconds.

5 years/50,000 miles Alpine V is also built to satisfy Chrysler's famous engine and drive train warranty. The crankshaft now has 5 main bearings; a new oil cooler maintains lube efficiency at high rpm; even the exhaust ports are staggered to discourage hot spots in the block.

No austerity here With so much car built into the basics, the amazing thing is what else Alpine gives you for your $2600 or so.

Take brakes. 9.85 in. Girling self-adjusting discs up front, 9 in. drums behind. Generous. And to make matters easier, they're power assisted besides! Take steering. A fast, crisp 3.3 turns lock-to-lock. The wheel also telescopes in and out and locks at your fastest, most comfortable reach. Take bucket seats. Alpine's are richly padded, neatly turned out in pleated vinyl. Both adjust forward, back up and down, and the backs recline.

Take room. Alpine has more than most sports cars at any price. Even around the feet (pedals are adjustable) and in the trunk—two places you often get pinched.

Etc., etc., etc.

Console with locked storage well is standard. So is a heater with 2-speed blower. The dash is a gem of instrumentation. The convertible top is self-storing and easy to work. And so on.

So for the impossible on a $2600-type budget, you now have a place to go: your Sunbeam dealer's, for Alpine V.

Only thing that meets it for value is a Sunbeam Tiger V-8. But that's $1100 more.†

HERE'S HOW THE SUNBEAM ALPINE 5-YEAR OR 50,000-MILE ENGINE AND DRIVE TRAIN WARRANTY PROTECTS YOU: Chrysler Motors Corporation warrants all of the following vital parts of Sunbeam Alpine cars imported by Chrysler for 5 years or 50,000 miles, whichever comes first, during which time any such parts that prove defective in material or workmanship will be replaced or repaired at no cost at an Authorized Sunbeam Dealer's place of business without charge for such parts or labor. Engine block, head and internal parts, water pump, intake manifold, transmission case and internal parts (excluding manifolds, drive shaft, universal joints, rear axle and differential, and rear wheel bearings). Here's all you must do: Give your dealer a normal care—change engine oil every 3 months, or 4,000 miles, whichever comes first; replace oil filter every second oil change; clean carburetor air filter every 6 months and replace it every 5 years; clean crankcase ventilation valve, and change transmission and axle lubricants every 8 months or 5,000 miles, whichever comes first; and every 6 months bring evidence of all service to a Chrysler Motors Corporation Authorized Dealer and request him to certify receipt of such service and your car's mileage. This warranty shall not apply to carbs subjected to resetting or other tampering, high speed use, acceleration tests or wide open throttle operation, etc.

Hering suggested retail price, East Coast P.O.E., state and local taxes, destination charges additional extra. West Coast slightly higher. FOR MONEY-SAVING EUROPEAN DELIVERY, see your dealer about Sunbeam's Overseas Delivery Plan.
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Turn left on Yosemite Springs Parkway
Travel on Parkway approx. 3 1/2 miles.
Take the 2nd right, past the 2nd stop sign, onto Yosemite Springs Drive.
Go to end of street, turn left on Revis Road, take 1st right on Ranger Circle Drive. Our house is 1/2 mile on left. Look for fence bordering the driveway.