

THE TUCSON BRITISH CAR



REGISTER

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Technical tips are for informational purposes only.

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Gelato

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Trailer

Not 100 Miles, but 100 Degrees and Gelato!



The club skipped the 100 mile drive this year, but Ben arranged for the traditional Gelato. Lots of cars and members turned out. Everyone got 2 scoops and enjoyed the Sunday afternoon.



More Gelato



Random Shots

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Photos:
Ginny, Pete, Staff



A turn pre-WW1 multiple tone horn, made in France and brought back to working order by Craig.



Reflection of a British roadster in traffic.



Events Calendar

Saturday Sept 14	2nd Saturday Breakfast Run 7am.
Saturday Sept 28	4th Saturday Breakfast Run 7am.
Sept 27-29	Rio Grande Valley Regional Rendezvous see the June <i>Register</i> .
Wednesday Oct 2	The BLAT Returns
Saturday Oct 12	2nd Saturday Breakfast Run
Saturday Oct 19	Tucson Classics Car Show
Saturday Oct 26	4th Saturday Breakfast Run
Nov 2-3	British Wheels on the Green Peoria, AZ, and a club drive up the day prior – Still time to sign up, see the August <i>Register</i> .
Wednesday Nov 6	BLAT
Saturday Nov 9	2nd Saturday Breakfast Run
Saturday Nov 30	Hot Dog Run and Elections
<i>And every Tuesday:</i>	BritCar Cafe 7:00AM – 9:30AM Starbucks NE corner of Grant & Swan

Club News and Notes

The Board is pleased to announce the 2020 slate of candidates for TBCR officer positions. The slate is:

President: Allan Jones;
Vice President: Alex Wade;
Secretary: Mike Morales;
Treasurer: Dave Germain.

As called for in our bylaws, the board nominates a slate of candidates and any member may nominate additional candidates, providing they are willing to serve. The voting will occur at the club event on the Saturday following Thanksgiving (that is the Hotdog Run on November 30).

Between the Bonnet and the Boot

Trailer Project - Making a MGB trailer out of a condemned car. Part 1

By Pete Williams

For many of us, once it is known that we have a fondness for old cars, things have a way of finding us or following us home. Whether it is something we are really interested in or not, we embrace the accession of the old car regardless of its condition. Sometimes, when we get our prize home, we find it is beyond reasonable restoration, so we are disappointed. However, as in life, it's all how you look at it..

In my case it happened two years ago just before I was about to end my seasonal Tucson stay and when I was about to transition back to my home in Wisconsin. I was not alone in this. Our good friend, Jeff Simpson and I both were in the same situation, but he was about to leave for his home in Michigan.

Our facilitator in this was Dave Germain. He found the 1969 MGB roadster at a church flea market which was donated from an estate. On the surface, and with all of the surplus parts in the collection, along with a really affordable price, the car looked like we could do a little work on it and flip it, not as a concours car, but as a solid driver. We did hear the engine run for a few seconds. Great... the engine was not frozen. Everything was safely stored for the summer

The following fall I started to work on the car. As I worked on the car I discovered a number of "funny" things about the New Jersey MGB. The rear of the car was way too high as it had the wrong springs on it. (7 leaf rather than the 6 leaf springs) As I removed the seats, I found the fasteners were not right. After the seats were removed, it became obvious that the floor pans had been replaced with new panels screwed into the sills and tunnel. I removed the floor pans and there was a layer of tar paper between the new pans and the old rusted floor which had not been removed. The condition of the remaining original floor would have Fred Flintstone very comfortable as they were mostly gone. I removed the front fenders and found that the A posts and front sills were similarly rusted out. The front suspension also had both wheels pointing inboard at the top.

Jeff and I had inventoried the stash of parts we had. While we had a lot of stuff, what we really needed was a donor car for our project. Jeff and I decided that the car was not repairable for a reasonable amount of effort or funding. The car, in essence, was condemned.

I proposed that we make a trailer out of the back half of the car. We posted the parts we had for sale and sold some of them. We made back our original purchase price. Jeff then relinquished his interest to me.

The Making of a Trailer - Destruction First

I had seen internet pictures of half MGBs, and other half-cars that had been turned into trailers. They were cute. I can do this! My first task was to dismantle the car. I am fortunate to have a large back yard with a hard surface. I placed the car on jack stands and started the destruction.





The first order of business was to remove the engine and transmission as a package. That assembly was placed on furniture dollies and set aside. Next, I decided to cut the car in half. There is a body sill seam just in front of the B post which served as the starting point for both sides. Armed with a saws-all and angle cutter this was accomplished very quickly. During this process the body was safely supported by jack stands to stabilize the cut. With the car now in two pieces, I cut the front into right and left side parts. The firewall is especially difficult to cut up. The front suspension was removed and set aside. Finally, a good friend helped us to take the parts we no longer needed to the scrap yard.

After the junk was removed, all that was left was the rear end of the MGB. That included the axle, springs, lever shocks, wiring harness and a body with some rust issues. Now I had two issues at hand. First, to build a trailer hitch for my 1979 MGB. Second, dealing with towing the trailer.



Trailer Hitch on the Tow Vehicle

I was fortunate to find an engineered plan for a robust receiver trailer hitch for my MGB on line. I talked this over with my good friend who agreed to stick weld the heavy duty parts together. We also bought a small MIG welder for my use, but it's limited to 1/8" thick material.




Trailer Body Towing Package

The MGB is a unit body assembly. The body is welded together and is the frame. The back half was cut such that the boxed side sills and drive shaft tunnel were exposed.

I created a plan to insert 2" - 3/16" channel iron into the sills for the side support. The draw bar is a 3" - 3/16" piece of channel iron that the 2" channel iron slide into. Then I added a 1/8" plate to the inner side (what was the interior of the car's sill) and bolted the 2" channel iron to the inner sill and 1/8" plate. The sills of the car require that the 2" channel iron that is inserted into them are at a 92 degree angle (toward the outside of the body), while the 1/8" plate is bent inboard to mate to the curved sill surface. I used two 3/8" (1.5") bolts to secure the assembly to each sill. The draw bar was secured by one 3/8" bolt into the flange of each channel iron. The drive shaft tunnel has a piece of 2" channel iron on each outer side and it is also bolted with two, one inch 3/8" to it. Finally, I purchased a Harbor Freight tow bar (5,000 lb capacity) to attach to the draw bar. My good friend also welded the heavy steel and tow bar together. I learned how to stick weld at that time too. The drive shaft channel iron pieces as well as the 1/8" plate was welded to the body. Finally, I painted it all gloss black (see more pictures in Part 2 – editor).



Coming in Part 2: the axle assembly, wheels, springs, wiring.



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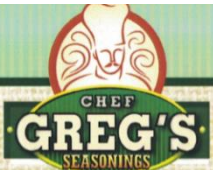
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