



# REGISTER

December 2020

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Technical tips are for informational purposes only.

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## View from the Windscreen

by Ben Cohen

“What’s old...is new again.” As an introduction to our many new members, I joined TBCR in 1993, when it was the Tucson MG-T Register. Back then, they kindly allowed “other” British cars in the club and my “other” was a 1966 Austin Healey 3000. My responsible involvement with the club began in 1997, when I was elected as



Vice-President. In these past 23 years I have been an officer of the club continually (except for an 8-month lapse). I am not the only member that has taken on the responsibility to the health of TBCR, as there are many like me who have taken on the responsibility to the health of TBCR, as there are many like me who have served and have recently responded to our need for continued leadership. Perhaps the theme for the next year might not be “where is our future” but “who is our future.” Mull it over and we’ll seek some answers in 2021.

As Driving Director this year, it has been unfortunately, an easy year. The first 10 weeks went smoothly with 2-3 driving events each month and a good turnout of new members and some great looking cars...then...nothing. Our last TBCR driving event was a Saturday Breakfast Run on March 14. Who knew on that Saturday that we’d cancel our le Tour des Garages, Mad Dogs and Englishmen’s Ice Cream fun, the annual Hot Dog Run and miss out on the Tubac car show in January 2021. Nobody could have predicted this. At this point I don’t know when I’ll be putting together driving events. Group interactions are discouraged, restaurant meals are gone and who knows how long it will last. My best guess is that we will begin driving next fall. Meanwhile, with the new and continuing crew of Officers and Director, TBCR will prevail and hopefully you will do what’s necessary to further our enjoyment of our British cars. As they say, “God save the Queen” and “Carry on.”

During my personal pandemic hell I work diligently to maintain, fix and drive my cars. I am lucky to have enough to drive 2-3 different cars each week. Since March I work on the cars daily and drive them most days. As of Oct 15, I have all my cars running except that original Austin Healey 3000...however, that should move under its own power very soon. My advice to you is make time for even those small projects. While I had to rebuild a fuel pump on the AC Ace and rebuild carbs on the 1960 Austin Healey 3000, I also did lots of degreasing, cleaning, shining, etc of interiors, engine compartments and wire wheels.

*Continued on page 3*

# Member Chat 1

## A TR4 Arrives

The last time I was in communication with the *Register* I had acquired a 1962 MGA. I sold the car since it appeared it needed more mechanical work than I wanted to commit to. Carol and I drove out to Costa Mesa, Ca. recently to look at some cars at a high-end broker there after selling the MG to another friend and broker in LA. We had a nice short vacation with a night stop in Yuma, Az. and then on to Ca. I never saw the "Wall" so well as we did on that trip out along the Ca. Mexico border.

My interest had been in a Lotus Europa Twin Cam but the car, while in generally good condition was impossible for me to enter and exit. But as we entered Carol spied a Red TR4. I know nothing about Triumph's but in her earlier life she has owned a TR3 and really wanted to check this TR4 out. We were just behind the John Wayne airport and some open access roads offered a chance to really DRIVE the car. Just a 4 speed, no overdrive, but very nice. And, to make the car even more desirable the former owner did a complete engine rebuild and transmission overhaul. The price was right, so we signed the bill of sale. I had the same driver that delivered my MG to LA, pick up the TR4 and two days later it was here in Green Valley. We joined the Car Nuts at the Peeks villas this past Wednesday and the car is officially part of the Tucson area "scene".

George Orndorff



## Member Chat *continued*

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## View from the Windscreen *continued from page 1*

Yes, time consuming (good at this point), boring, etc...but overall rewarding. It's nice to get thumbs up or "great car" from passersby and other drivers. Makes all the hassles bearable. Looking on to 2021, we will find ways to drive and continue our "pursuit of happiness" in the British car manner...stiff upper lip and all that.

See you next month on these pages.

*BEN*

# Club News and Notes

## Regalia

**A special free shipment offer is available to all TBCR members for Baseball Caps and Sweater Hats.** Go to the "shop" button at the TBCR web page to take advantage of this offer. You will pay for the product via PayPal. The vendor will ship your hat directly to the address you provide via first class USPS.

The sweater hat is perfect for those very chilly days when you choose to drive your British roadster. Both of these hats make excellent gifts for the holidays! This is a limited time offer.

## Elections

The slate presented in the last newsletter was elected by email ballots submitted by members. Our new officers are:

President	Ben Cohen
Vice President	George Hahn
Treasurer	David Germain
Secretary	Mike Morales

Directors will be appointed by the newly elected Officers at the first board meeting. As of this writing, the following directors have volunteered to continue:

Regalia	- Peter Williams	Director
Driving Events	- Ben Cohen	(see above)
Newsletter	- John Mead	Director
Web Master	- Harold Beekhuizen	Director

## Meetings

The new board will be meeting in early December. Please contact Ben if you have topics or concerns you would like to pose to the board.

The board will be looking into how and when to hold the annual member meeting. Obviously COVID will be influencing these decisions. Watch for email and newsletter announcements.

## 2021 Dues

As was announced last summer, paid-up members as of September 30, 2020 will not have to pay dues for 2021. New members joining October 2020 and later will pay 2021 dues.

# Member Chat 2

## TBCR Member Writes 41 Short Stories for a Book

By Pete Williams

When I was very young, I enjoyed playing with toy cars, and my father took me to early car shows in the 1960s. I have always been fascinated with how things are put together. Like many youngsters in the 1950s I could name almost any car model that came along. I could also identify the peculiar subtle sounds the neighbor's cars made when they went past our house. When I went to college I was fortunate to be included in a group that toured the American Motors assembly plant in Kenosha, Wisconsin. Little did I know that would be my career launching point.

After College graduation, I interviewed at AMC for a position in Industrial Engineering (IE). What followed were the many rich experiences both at work and outside of work, which enhanced my continued fascination for how things are put together.

An automotive IE requires one to "keenly observe minute operations, understand human nature, ability to negotiate, perform under stress and to legibly create man assignments <sup>1</sup>". During the time in the plant I had the opportunity to learn what goes into making a car from the raw sheet metal to the fully assembled end product to the shipping of the car from the factory. Along with the direct labor (folks who put parts together on the car) work, I had a rich set of experiences with the indirect labor (folks who support the direct labor folks) processes too. Coordination of the parts being brought to the line as well as plant maintenance, and inspection of the cars was critical to the process of building a car. In spite of all the issues AMC faced, the employees were great and very hard working.

Starting in 1974, I worked in Kenosha as an IE for 10 years. I joined the IT group as a computer systems analyst. I moved to Detroit AMC headquarters through the Chrysler merger era in 1988. I continued in various assignments with Chrysler until I retired in 2005. My rich experiences during my early years provided an invaluable support for each successive position. I was lucky. I got to work for several automotive companies and experience the shifts of American, French and German automotive cultural ways of doing business. (Some were better / worse than others.)

In early 2020 my fraternity brother, dear friend, and now co-author Gordon Spark called to ask if I would provide a few stories for an up-coming AMO (American Motors Owners Club) meet in Colorado Springs in June 2020. The stories had to be completed for publishing by the end of April 2020.

I started with an outline of the various stories I remembered from my time at AMC. I sat down at my computer and the "couple of stories" started pouring out. The stories ranged from funny, sad, entertaining, to educational. We also included a story and pictures I wrote published in *Collectible Automobile*. Those stems of ideas morphed into 41 solid short stories. And I still have more.

By mid March 2020 I stopped writing the stories. Gordy and I met and we sorted through the stories to put them in a logical sequence. Gordy's wife, Jan, edited the stories. With that completed, we focused on a publisher, Stueben Press.

With COVID-19, June 2020 came and went. Our event was postponed to June 2021. This gave us time for more content, artwork and stories by Gordy and (our third author) Austin Hosterman. Since we had more time, additional content was added.

Gordy had previously written a book [Manufactursaurus The Surviving Species](#) and knew that Stueben would be a good fit for us. Gordy included 3 new stories and Austin Hosterman added another 5 stories.

The name of our book is [the Untold AMC Stories](#). With the stories, pictures, and floor plan plant layouts the book exceeds 171 pages. The soft cover book will be available in 2021.

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<sup>1</sup> [The Untold AMC Stories](#), Page 38 [Handwritten Hieroglyphics Become Legible – Dragging IE Into The Computer Age](#)

## **For Sale**

TBCR Shirts:

MEN's Polo Shirt, size XL, color Strong Blue, Price \$20.00

MEN's Denim Shirt, Size XL, Price \$20.00.

Both items are brand new and never worn; I ordered the wrong size. Call Don Whitesell at 520-260-1174.

Don Whitesell

## **Wanted**

An acquaintance from Flagstaff asks for info on a reliable, knowledgeable rebuilder for his MGB gearbox and A-Type overdrive.

Responses can come to me at [pamdavg@gmail.com](mailto:pamdavg@gmail.com)

David George

# From the Archives

We can't have a holiday party in 2020, so here's one from 2005.

December 10th was the evening of the Holiday Party. There were, unfortunately, many more positive RSVPs than attendees. This resulted in an over-abundance of food, but did nothing to diminish the fun and spirit of the evening.

The evening began with a bit of "trivial" fun with everyone trying to match information from members' pasts with who they might be. You would never guess what some of us folks have done in our "former" lives. This was followed by another guessing game involving old British cars. One of the youngest members was the winner...the miracles of youth!

After filling up on all the fine Mexican fare, the new Board members were announced by Christine, and the Founder's Trophy was awarded to Ben Cohen for his continued work and support of the Club. Christine was also presented with a gift certificate to Ernie's in appreciation for her long and difficult tenure as president. Both she and Ben were pleasantly surprised and appreciative of the recognition.

It was then time for the fun. A karaoke machine helped to put the group in the Holiday mood and we had several unabashed performers step forward to try their hand at the sing along. It really was a enjoyable evening.

Those of you that did not make it will, I hope, try a little harder next year. You can't beat the food and the opportunity to hobnob with so many of your fellow TBCR members.

"Soup's On!"



Home made enchiladas!



No waiting in this line



the Founder's Trophy is presented to Ben

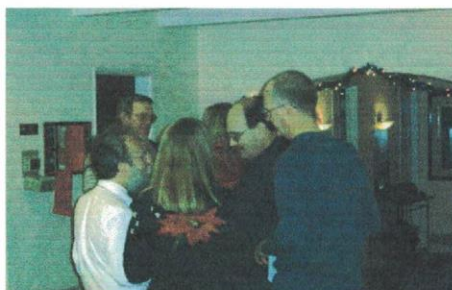


Ernie & Gene

More stories



Exchangin Stories



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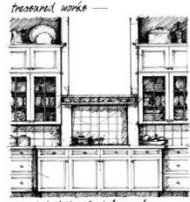
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