

THE TUCSON BRITISH CAR

REGISTER

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Technical tips are for informational purposes only.

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From the President

24 June 2020

Ladies and Gentlemen,

As you are all aware, we are currently going through some trying times. The restrictions that have been placed on us due to the Corona Virus-19 has cut into many of the events that we participate in. Thus, your Board has decided to waive all dues for the coming year (2021). The Club is in a very good place financially. The exception to not paying any dues for 2021 would be that any new members after October 1 would still be required to pay.

Secondly, a question was raised as to having driving events. Based on some of the feedback that I have received the club will not be sponsoring any club drives for the foreseeable future. However, just because the club does not sponsor a drive this does not preclude anyone from getting together for a drive.

As we all know restaurants are beginning to re-open and accept dine in clientele so if anyone wishes to go on a drive with breakfast or lunch in mind, I would recommend that you check to see if food services are available to where ever you go.

The Board hopes that everyone appreciates the current situation and that you are looking after yourself and each other.

Sincerely Allan D. Jones

MGB Trailer Shock Replacement - The trailer build saga continues...

Converting a car to a trailer is an interesting project. One of my goals was to reduce the overall weight of the trailer as well as replacing failed items.

When we were evaluating the 1969 MGB before it was cut up, it was very apparent that the rear (as well as the front) standard MGB lever shocks had no capability to do the job they were intended to do (It bounced a lot!). When I filled the reservoirs in each one the fluid leaked past the failed seals. It was quickly apparent we were dealing with a total loss system. Replacing or rebuilding the lever shocks became another item added to the task list.

After cutting off the front end and scrapping the sheet metal, I evaluated the shock replacement options. A vendor in Madison, Wisconsin sold rebuilt ones at about \$70-\$80 per unit plus shipping and core charge (internet). Moss sells new units for \$190 to \$230 (25% upgraded) each. Moss also sells a rebuilt unit for around \$110. In either case Moss has a core charge of \$200 each. Each of these new or rebuilt lever shock units do not include hardware or the link arm. Moss also sells a Rear Tube Shock replacement kit. It includes the brackets and all of the needed hardware for the conversion. The cost is about \$240 - \$420 (adjustable) for a set. If you're a patient sort, (which I'm not) with the proper tools, you could probably rebuild the lever shocks.

As I noted above, one of the considerations was overall trailer weight reduction. The stock rear lever shock absorbers weigh with lever arms weigh about 10 lbs. each. Replacement tubular shocks weigh considerably less. So it boiled down to cost and weight reduction. I chose to buy the less expensive non-adjustable tube shock kit.

Installation was really simple. The directions were fairly clear. The only thing I added as a copious amount of blue "loctite" to each fastener. This ensures that the components will stay in place. The shocks work as intended even when the trailer is heavily loaded with 350 lbs of sandbags for our gazebo show tent. Overall, I am happy with the axle and shock weight reduction.

The pictures below show the trailer axle and shock setup. It's clean and simple. The next pictures show the lever shock and the tube shock choices from the Moss catalog. You might find tube shock kits elsewhere for more or less. The reference to Moss' catalog is not necessarily an endorsement, but one of convenience.

One caveat I remember was a comment John Twist (University Motors) made about the tube shocks failing on front ends due to improper installation. I'm not concerned about that comment as my application will carry far less weight and the trailer will never (in my use) see the kind of mileage one can put on a car. (Periodically recheck the tightness of your fasteners.)

See pictures on page 4

Events Calendar

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Photos:
Pete, Staff

The Tucson Classics Car Show is accepting registrations.

SATURDAY October 17 Gregory School
3231 N. Craycroft Rd., Tucson, AZ 85712

Enter online at

<http://www.RotaryTCCS.com>

British Wheels on the Green

November 20 Peoria, AZ

Registration opens this summer.

TBCR Drives

See page 1 for Allan's comments.

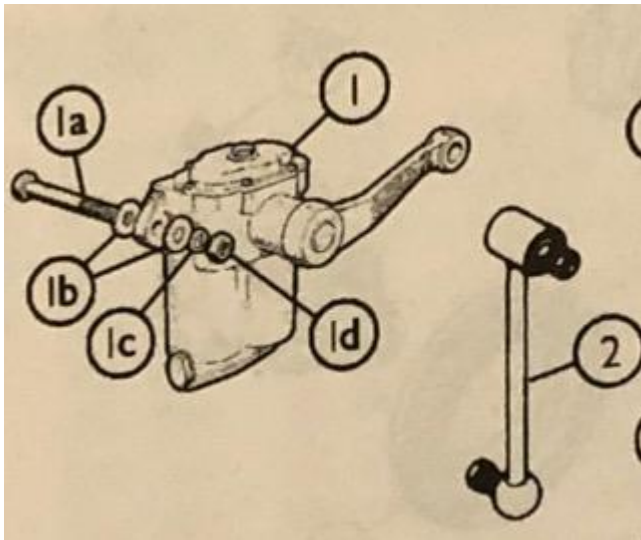
Tuesday Brit Café via Zoom

Tuesday's are a time to check in and catch up with TBCR members. Two Zoom meetings are scheduled for your convenience, amazement and confusion. Join us at 7am or 8:30am. An email to all TBCR is sent on Mondays with the zoom meeting link. If you are not seeing that, or the link is incomplete, or a password is missing, just contact the newsletter editor. He will express sympathy, encouragement and occasionally the solution to your Zoom problem.

“Bookends” For more close-matched matched TBCR member cars see page seven.



Trailer continued



Front Tube Shock Kit
 Based on years of experience, the mounting brackets have been completely re-designed and the shock absorber updated. The Monroe torsion shock provides a comfortable ride with its "tuning" over bumps and would be recommended for use on touring cars that are not intended for fast road use.
 Part No. 4400000000 208-121 \$499.99

Rear Tube Shock Kit
 These shocks were carefully chosen to give improved control without being too stiff. They are suitable for fast road use with the original rear leaf springs.
 Part No. 4400000000 208-120 \$239.99

Adjustable Rear Shock Kit by Spax
 For the most control of your car's handling for road use, these should be kept on the soft setting. For increased handling firmness, adjust as desired.
 Part No. 4400000000 208-122 \$479.99

Adjustable Front Shock Kit by Spax
 Gas pressurized shocks have a screw-down slot adjuster which can be accessed with the shock installed. This kit allows adjustment of damping to match upgraded springs and sway bars or for lowered cars with limited suspension travel.
 Part No. 4400000000 208-123 \$399.99

For Sale

1973 MGB Asking \$7,000.

Before advertising it on Craigslist, etc. I would like to see if anyone in your club might be interested.

I bought the car in the spring of 2016 and have kept it in the garage when not being driven.



Although the speedometer functions, the odometer stopped working at about 73,000 miles two years ago, so I estimate that the car probably has less than 90,000 miles on it. It has a new radiator, water pump, tires, brakes, brake slave cylinders (rear), and paint. As nearly as I can tell, there is no rust or bondo on the car.

if you would like any additional information, feel free to contact me at (325) 518 1885. I live on the east side of Tucson near Udall Park and the car is available to be seen and driven any time.

Best Regards,
David Baker


This is a non-member car, but I think it will be of interest to members – Ed.



From the Archives

Here's a reproduction of an ad from '55 or '56. One can readily see why BMC thought the stylish MGA might eat into sales of Austin Healey. -Ed.


DESERT OCTAGON

Two Great New
Challengers..




THE ENTIRELY NEW -  

The safest, fastest MG ever
engineered!



THE NEW 1956
Austin - Healey
100

Featuring a new four-speed
gearbox with overdrive!

Products of  Makers of MG, AUSTIN-HEALEY, MAGNETTE,
MORRIS, AUSTIN & RILEY CARS.

10

(From the Bryson Collection)

Bookends continued from page 3.





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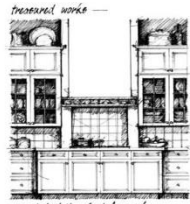
TBCR members may have a complimentary business card ad on this page
 For info contact the editor

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 520.401.7193

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