

THE TUCSON BRITISH CAR



REGISTER

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View from the Windscreen

by Ben Cohen

October 2021 and we are all looking forward to our snowbirds returning to the Old Pueblo and joining in some driving fun. We had seven summer drives in the past few months and most were well attended. I hope that we continue on this road (and those roads) and enjoy our cars more.

It is also time to think about YOU doing something for TBCR to insure its continued existence. We will have elections in November, either via email voting like last year or as a group at the annual Hot Dog Run on the Saturday after Thanksgiving (Nov. 27th). I am hoping for the latter, but we don't know at this point. I hope that some of you who really love your cars, maintain them and drive them will decide that it's your club and you'd like to see that our future direction is "forward." As I have mentioned before, many of your current officers took positions in 2020, due to lack of interest in keeping the club functioning. It's time that new people take some of the responsibility and put their mark on the club. With over 120 members and most likely over 200 cars, we should be able to keep up the momentum that TBCR has shown for almost 40 years. In 2023 TBCR will celebrate 40 years and I'd like to see something special by the time that date arrives. The bottom line it's your club...be a real part of it.

On the good news side...!!! We are again suspending dues for 2022. If you are a member in 2021, you're a member in 2022. We have spent little money during the pandemic era and there is no need for us to accumulate more. So, I hope that we can spend some of our reserves during the rest of 2021 and throughout 2022.

Other good news from the prez:

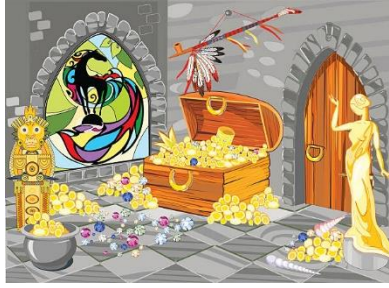
1. Megan is happy, as I did not buy any more cars!!!
2. Our 1960 Triumph Italia 2000 was selected to be shown this winter at the Forney Museum of Transportation in Denver with their show of rare Triumphs. If you have a chance the exhibit runs Nov. 4, 2021 – February 1, 2022 (and possibly longer).
3. All but one of my cars (yeah, the 1966 Austin Healey 3000) are running well and I'm going to attempt to drive all six Lotus cars on the same day in late October...a great quest or complete insanity...watch this space for the answer!!

If you've volunteered to run for office (see the "slate" on Page 3), I thank you.

See you on the road.

Ben

A Message from the TBCR Chancellor of the Exchequer (aka the treasurer)



NO DUES FOR 2022!

Or a note from the Treasurer as we say in Tucson. You may or may not have caught this part in the President's message calling for officer candidates for our club. The TBCR Board has agreed to again suspend dues for current members for the year 2022. We have found that due to former COVID restrictions, our treasury is in good shape for the next year, even at full operations. That means that current paid members for 2021 will be extended until December 2022. New members will still pay initial dues of \$35.00 good through December 2022. **Please DO NOT send cash, checks or PayPal.** As unlikely as it may seem, we will just send it back.



THE END OF AN ERA

TBCR no longer has a member volunteering to print, label and mail our newsletter by semi-traditional snail mail. Also, only 6 of our 144 members get the additional cost hard copy. **The board has agreed that as of the end of the 2021, we will no longer offer printed copies of the newsletter.** The *Register* is still distributed in glorious full color on our web site, with email announcements to all members.



NO NEW MEMBERS THIS MONTH

We haven't forgot to welcome our new members this month. Even with coffee and drives back in full swing, there were no new members this month.

Calendar

TBCR Autumn Drive Up Mt Lemmon October 7

The drive next Thursday, Oct. 7 begins at the NE corner of Tanque Verde Rd and Catalina Hwy. Departure will be promptly at 10:00 AM. You can decide before the start, if you want a pit stop at the way up at Windy Point - mile marker 16. If not it's all the way to the top via the Ski Valley turn-off. The view and rarified air will be exhilarating.

Brit Café: TBCR's Tuesday Coffee 7am to 9am

TBCR has resumed in-person coffee at a new location: Starbucks at Swan and Ft Lowell. This is a great location with good outdoor seating.

Tucson Classics Car Show

October 16, 2021

TBCR will again participate in the annual Tucson Classics Car Show on October 16th at the Gregory School. Pete Williams and Mike Morales will help you with any questions about the event. The entry class for our group is "J. British Made Cars".

Other Regional British Car Events Noted

British Cars on the Green

British car of model years at least 25 years old, regardless of car condition, we would love to see you at the show! **Advance registration is required** and online registration closes on October 15th (mail-in registrations must be postmarked by October 11th). No day-of-show registrations will be available, as **space is limited** on the show grounds. Register and pay (\$30/vehicle) by Paypal at www.britishwheels-az.info

Triumphest

October 14-17 Flagstaff. This is an annual regional event held in CA, Nevada or AZ. It includes all Triumph cars. It is the same weekend as the Tucson Classics.

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TBCR Elections for 2022 Officers

As was mentioned by Ben in his column, TBCR will be electing officers in November. The following are nominees offered to the club by the board:

President: Pete Williams
Vice President: Marc Koenig
Secretary: Mike Morales
Treasurer: Dave Germain

From the Bonnet to the Boot I

Snow Birds Awake That Slumbering Car – Carefully By Pete Williams

There are usually many news articles in magazines or newspapers in the spring telling car collectors how to wake up their cars for the summer season. Well, that's way up north where winter is frigid, ice encrusted experience with large helpings of salt to make cars rust faster. Those articles are just at the wrong time of year for us snowbirds. Our seasonal world is flipped. Maybe we do have collector vehicles up north that we've put away, but what about our cars that we've put away for the summer in the hot south?

Here are some things I do before I start my car that has been sweltering in my garage over the summer.

- Uncover the car. Check for damage.
- Tires: Check your tire air pressure in all 5 tires. Inflate as needed. Look at your tire manufacture date. Is it less than 10 years? Is it less than 6 years - that's even better. Look at the sidewalls: Are they cracked? Old tires, dry rotted tires are accidents waiting to happen.
- Battery: Check the voltage. Is it 12 or more volts? Put it on a trickle charger to enhance the power. Extreme temperatures shorten the life of a battery. Up north it's the cold. In Tucson it's the extreme heat. Do you have a battery shut off switch? If so don't forget to turn it on. Check that the clamps are clean on the posts (remove any corrosion) and the clamps are tight.
- Leaks: Check under the car for any puddles or evidence of puddles from the car sitting and the seals failing.
- Fluids: Check all fluids to ensure you have the proper levels of juice. Top off with the proper fluids as needed. (Brake and clutch master cylinders, crank case oil, transmission oil, differential oil, radiator / coolant recovery bottle) Change fluids and filters as appropriate.
- Belts: Are they tight? Are they cracked? Do you have a good spare belt?
- Fuses: Are there any missing or blown? Replace as needed
- Wires: Is there any obvious rodent damage? Repair as needed.
- Interior: Is there any evidence of rodents? If so clean the car interior and check for nests that need to be removed.
- Fuel lines: Make sure the clamps are tight at the carbs and fuel filters. Turn the key to "ON" Is the fuel pump working? Is there a fuel leak? Do the fuel filters have sediment in them?
- Lights: Do all the bulbs work when you activate switches, levers, and pedals?
- Brakes: Press the pedal to make sure you have brake pressure. Check under the car for leaks at the wheel cylinders.

Next you can start your car - with the hood open.

- Oil pressure: As you crank your car do you have oil pressure? If not, don't start the car.
- Gauges: Tach, Volt Meter, Temp are they working?
- Gently idle the car. Do not over rev it. Warm up the car. Check the engine compartment for fuel leaks. Tighten clamps as needed
- Do the wipers work?
- Put the car in gear and gently move it.
- Put your tool travel bag in the boot.
- If all checks out, it's time for a road test.

Now it's time to clean it. Enjoy your car! Bring it to Tuesday TBCR Coffee.
Cheers!

From the Bonnet to the Boot II

Tools in the Shop – October 2021

By Ben Cohen

So, what's new for this issue of tools to make our lives easier. When I need some help with over-heating issues with the E-Type, I asked old and experienced race mechanic in an Albuquerque, NM radiator shop for some assistance. His off the wall comment was to “burp” the car's cooling system to remove trapped air. After draining the system and putting in new coolant I still had problems. So, he went through a detailed procedure that he used to race-prep E-types...”back in the day.” Remove the radiator cap run the car up to temperature (cap off) and turn off the engine. He said watch for bubbles in the radiator (or expansion tank in my case) and you'd see the level of coolant go down. He told me to repeat this process until the bubbles stopped. Initially I thought he was daft, but after 5 or more runs to temperature, I had to add almost 5 liters of coolant. Humm. After thanking him I asked if he did this to other classic cars. His answer was not actually. He informed me that there was a “tool” that made this easy and that was even available cheaply from Amazon.



It consists of a large funnel and adapters that attach the funnel to your radiator. Once sealed to your radiator you fill the funnel with coolant and do the same procedure. But instead of having to repeat the process, you keep running the car and watch the bubbles rise. Once these stop, you turn off the engine and that large volume of coolant in the funnel slowly refills the system as it cools. Once cooled, the funnel is designed with a sealing plunger that seals the funnel neck, so that you can remove the funnel with excess coolant with no mess. Here it is set up on the radiator of the Triumph Italia. The plunger is on the top and is used by inserting it into the funnel and removing it from the radiator. Here is a view of the packaging showing all the different adapters for all styles of radiators and some tubes that allow you to make the funnel level before using. Pretty easy. I have used this now on 8 cars and all have shown different degrees of air within their cooling system. The E-Type did take the most extra coolant at 5 liters, but almost all the cars, except the 1962 Mini Cooper took at least 1 liter. While your experience may differ, all these cars now run a bit cooler.

The second item that now graces the shop was the thoughtful gift from Megan for my birthday. What more can a car guy ask for than an “ultrasonic” parts cleaner. Yep!!! Prices for home units have come way down and this happens to be a 6 liter model. Watch this column next month and I’ll show different types of parts cleaned in it. I have done some SU carbs, pot metal, aluminum and chrome, so far. Initially used just water and Dawn. This unit has cycles up to 30 mins and can heat the solution to 80°C. It does take about 20 minutes to reach temperature with a full 6 liters, but once there you can clean parts all day long. I would recommend that you use hearing protection or better still, leave the shop while the parts are cleaning and come back when their done.




I’ll show “before and after” parts next month.

And Lastly - Mini Sightings

Top: that's John's newly bought 1960. Watch for it on a drive, or Brit Coffee.

Bottom: from Cars & Coffee. Now held at Lowes on the NW side.






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