

THE TUCSON BRITISH CAR

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Technical tips are for informational purposes only.

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On the Road Summer Morning Drives



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From the Cockpit of the Vice PREZ



OK.....I lied. I said by mid-July that instructions would be available for all members on how to use the new TBCR forum. It is now available for all TBCR members to use. The forum will accept pictures of your car, that you might like to share, or to help explain a technical issue that you need help or assistance with. We did a number of trial runs and cleaned up the glitches as we found them. As you begin to use the forum (and I hope you do) any issues that you find please let me know so they can be worked on, by sending an email to me: MKo7144769@aol.com. Setting up the forum was difficult and “Kudo’s” go out to Harold Beekhuizen for having the time and energy to see it through to the end and have a working forum for all members to use. I also want to thank Tim Okeefe for letting us use him as our guinea pig to test out some of the fixes and modifications.

Here are the instructions for using the TBCR forum:

1. Quickest way is to go to tucsonbritish.com and you will find “Club Forum” in the upper right of your screen. Click on it and you will see how to register by creating an account.
2. Once the account is created, next time you want to use the forum, just go to “Log in” which is above the “Create an Account” box.
3. Once in the forum, there will be 5 topics:
 - Forum Rules (what and what not is accepted on the forum)
 - General Discussions/Questions (New ideas, British car experiences, etc.)
 - Introduce yourself (tell us who you are, what car you have, etc.)
 - TBCR Market Place (cars and parts that you are selling, wanting to buy, etc.)
 - Tech Talk (technical questions)

Please take the time to introduce yourself, so the club members know who you are. Tell us about your car, when you bought it, why you bought it, and a little about yourself. This is important especially for all of our new members who have recently joined TBCR.

The TBCR forum is for your use and will only be valuable if we use it. Some members may be looking for repair advice or where to take their car for a specific service or wanting to sell their car to a local member. Also, if trips are taken with your car, add those pics to the forum so they can be shared with all the members.

There are still openings for the **16th Annual Tucson Classics Car Show** on Saturday October 15, 2022. It will be held at the Gregory School, 3231 N. Craycroft Rd., Tucson, AZ 85712. Most of the TBCR members that are going will sign up for Class J - British Made Cars through 1999.

This is an excellent way to meet other members in the club that do not go to the Tuesday morning get-together at Starbucks. **Enter online at:** <http://www.RotaryTCCS.com>

And as a final note, I continue to encourage all our club members to join us at the every Tuesday morning get-together to meet new members and chat with old ones. The location is the Starbucks on the corner of Swan and Ft. Lowell, 3001 North Swan Road. British car folks start showing up due to the summer heat around 7 a.m., so come on out!

Have a great summer of driving,

Marc

TBCR Board of Directors

PRESIDENT Pete Williams
ptrwms@gmail.com

VICE PRESIDENT Marc Koenig
Mko7144769@aol.com

SECRETARY Mike Morales
mikemorales400@gmail.com

TREASURER Dave Germain
dkgermain@aol.com

DRIVING EVENTS Ben Cohen
rct2bnc@aol.com

REGALIA Libbie Gabriel
chrusos@aol.com

NEWSLETTER John Mead
tucsonbritish@gmail.com

WEBSITE Harold Beekhuizen
harold_beekhuizen@msn.com

TBCR Mail Address
(Including Regalia Orders)

Tucson British Car Register
P.O. Box 30997
Tucson, AZ 85751-0997

TBCR Website
<http://www.tucsonbritish.com>

Calendar

Saturday Aug 6, TBCR Drive 7:00 start. Starting point is Starbucks on the NE corner of 1st Ave and Wetmore Rd. Drive will be North side, with a new destination (for us): Beyond Bread at Ina and Oracle Road.

Saturday Aug 20, TBCR Drive 7:00 start. Watch for details by email from Ben.

September 23-25, 32nd Annual Rio Grande Valley Regional Rendezvous TAOS and the ENCHANTED CIRCLE.
<https://baoa.clubexpress.com/>

Saturday October 15 - 16th Annual Tucson Classics Car Show
It will be held at the Gregory School, 3231 N. Craycroft Rd. Most of the TBCR members that are going will sign up for Class J - British Made Cars through 1999.

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Sunday October 30 British Wheels on the Green Sponsored by the AZ MG Club and held in Peoria, AZ. Registration is not yet open. Check updates at <http://www.azmgclub.org/british-wheels-on-the-green/>.

Every Tuesday—Brit Coffee 7am to 9am, Starbucks at NW corner of Swan and Ft Lowell. You don't need to be British, bring a British car, or even own a British car. Just join in and enjoy the car talk and car walk.



On the Road, *continued*



TBCR held two morning drives in July. An East side and a Southeast tour. We had great weather on days that featured afternoon showers, but perfect mornings. Thanks to all who turnout

And More On the Road



Touring Abingdon

As many of you know, Abingdon (now Abingdon-on-Thames) was the home of MG. This history is being preserved by the MG Car Club, headquartered in Kimber House, located near the site of the MG works. Kimber House has a nice collection of artifacts (see the pictures herein) and company records. The Abingdon historic County Hall Museum also has a collection of MG memorabilia and models. For a fun drive, follow the routes used by the works to road test cars (see below).



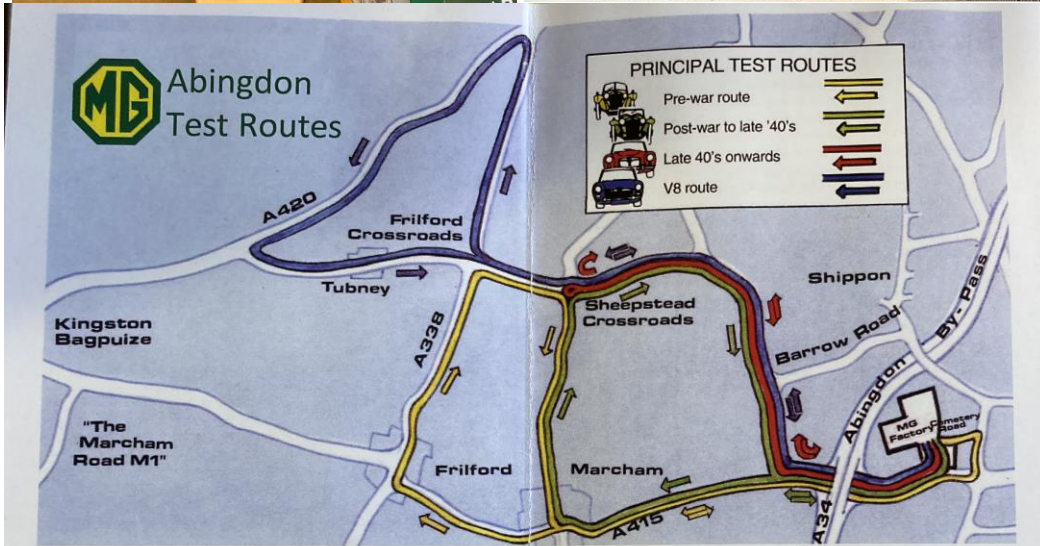
CECIL KIMBER'S TOURING COAT



Cecil Kimber's touring coat.

Historic picture of the works.

MG test routes. From 1975 on, road testing was mostly confined to course built at the factory.



Test Routes

Before MGs could pass their final factory inspection they were sent out over a standard test route (shown above). Any faults logged in the road test report had to be cleared by the rectification staff. A return to test was sometimes required, occasionally the more troublesome cars being tested by supervisory staff. Often the fitter who carried out the rectification work 'rode shotgun' on these occasions. This return to test activity required a variety of routes to verify the rectification of specific faults. Barrow Road, which leads to Shippon Village, with its bumpy edges was used to check suspension rattles. High speed vibrations such as wheels out of balance were checked on a good smooth section of a side road leading off the A415 which was nicknamed by some of the testers as 'The Marcham Road M1'. A third rectification route was sometimes needed. This took the late 40's onwards route with a further loop from the Sheepstead crossroads into Kingston Bagpuize and back to the factory via Frilford Village, Frilford and Sheepstead crossroads, and the usual route back to the factory. This last route was also used as the standard test route for Abingdon produced Rileys. A rolling road was installed at the factory in 1975. From then on with one exception the MG GT V8, standard road tests only took place as an overflow activity.



The Plough Inn at Clifton Hampden was a popular spot for publicity photos in the 1960s. Today it's a popular pub and restaurant majoring on Chinese food.



Kimber's desk.

A display of tools made by an apprentice

A reminder of the end of MG at Abington.

A model of an early design of the MGB. This was a refresh of the MGA, rather than the innovative design that was ultimately produced.



About the MG Car Club

The club was formed as part of the MG factory in 1930. Today every MG model is represented in the club, with 17 dedicated registers. It has affiliated clubs world-wide.

For more information see www.mgcc.co.uk

The editor thanks MGA owner Ron Williams for the photos from a June 2022 visit.

For Sale

1957 1500 MGA Roadster \$24,500

Present owner since 1995, car completely restored in 1988 when located in Washington State. Original restoration with 1489cc rebuilt engine. Red exterior with Tan interior upholstery. Aluminum framed side screens and a new canvass tan hood with fitted hood frame. Fitted Chrome Luggage rack and black Tonneau cover.

Fully Serviced by Earnie's British cars January 2019, rear hub seals replaced,



front and rear brakes overhauled, new master cylinder, new slave cylinder, two new 6 v batteries, new engine mounts, new fuel pump. Also, SU H4 Carbs have been fully rebuilt. Spare parts included in the sale: ignition components, hoses, fan belt, fuel pump, fuel level sender unit.

For more information and to schedule an appointment, please contact Ian Henderson by phone: 520-297-5083 or by e-mail iehenders@aol.com

