

THE TUCSON BRITISH CAR

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Santa Cruz Car Nuts Car Show



Santa Cruz Car Nuts Car Show

By Pete Williams

It was a bright and very chilly start to an adventure in Sahuarita, Arizona's Quail Creek Park. We gathered at the Circle K on south Palo Verde for our disembarkation promptly at 7:30 AM. Members who had bonnets up were more comfortable. Members who had no bonnets were suitably bundled up. The two soccer fields at the park eventually filled up with all types of cars.

Cars were parked, chairs popped out of boots and we all went to register. The Santa Cruz Car Nuts (SCCN) group was pretty well organized with several tents and three food trucks. There were a few surprises too. It was a good idea to have a registration confirmation, as some entrant's information (mine) seemed to have disappeared. The SCCN staff chuckled and graciously created new entry documents.

More cars arrived. The gates opened to the public at 10 AM sharp. Visitors started to trickle in and soon the two show fields were comfortably filled with spectators. Original equipment cars and trucks were here and there. Modified cars and trucks were over there... Corvettes, German cars and our favorites – British cars - each had their own rows. There were over thirty British cars in our long row. Cars spanned from a MGTC to late model Jaguars.

Interested spectators and show participants toured the fields. Someone launched a drone too. Later in the afternoon one of the participants, Tim Fleming, stopped by and announced he had lost his ignition key for his 1952 MGTD. He had driven to the show from Stanfield Arizona (near Casa Grande). He had left home at around 5 AM to get to the show. With no ignition key, Tim was very concerned about being able to start the car for the long drive home. His beautiful TD was marooned! Tim was very sad at the prospect of a flatbed return home. He returned to his TD to start to take the dash apart in hopes of hot-wiring his car's ignition switch.

Soon afterward, Randy Byboth and his wife stopped by our end of the field to present Dave Germain with a trophy. They had selected Dave's car as one that deserved recognition. (see the picture) After the presentation, Dave and I asked where they were from. Randy and his wife are the proprietors of Randy's British Auto in Minnetonka, MN and were visiting Tuscon for a couple of months. (How very sensible!) After chatting about their business, I told him there was a special car and owner who needed rescuing. I gave them directions to Tim's TD at the opposite end of our row.

Shortly after the Byboth's departed our area, Tim arrived with a long wire with some alligator clips. He looked very serious and announced that it cost him \$20 for the new wire harness that he was going to use to jumper his ignition switch. I told him help was already probably at his car and we returned to the TD.

The bonnet was already up. Very soon Randy had things readily in hand. On a primitive TD, as I learned, it is very simple to jump-start the car by moving a fuse in a position between the two fuse holder positions. (see the picture) In short order, Randy had Tim's TD purring at a slow idle. He adjusted the idle up a bit to keep it running. We told Tim not to shut it off on his way home. Tim took a picture of the fuse set up in case he had to restart the car. Fortunately, Tim has a second key at home.

The show ended around 3:15 with awards being presented. It warmed up considerably to the low 70s with just a slight breeze. . All in all, it was a beautiful, fun and interesting day.



Dave Germain accepting a recognition for his outstanding MGA.

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>

Club News

Annual Trophy Award Winners Announced

At our TBCR Annual Meeting, January 8, 2022, our two annual trophy award winners were announced. Their mounted certificates included the following presentation words:

The **Founders Annual Trophy** was first presented by the MG Tucson car club in 1987. Over the years the name of the club was updated to the Tucson British Car Register. The TBCR embraces all makes of vehicles made in the United Kingdom. It has been presented every year since then.

The TBCR member who is honored with this trophy is one who exemplifies the spirit of the club, provides helpful support to other club members, is enthusiastic, promotes the club, contributes, and is a positive person.

The 2021 Founders Trophy is awarded to Fritz Ficke.

The **Anton Westgard Pathfinder's Trophy** is awarded to a member who showed great pluck to press on regardless in the face of vehicular adversity.

The TBCR member who is honored with this trophy is one whose car almost failed to proceed. Her car's clutch failed to properly function, but she participated in the British Wheels on The Green anyway. The trip home was assisted by Fritz and Leah Ficke.

The 2021 Anton Westgard Pathfinder's Trophy is awarded to Carolyn Arnquist.

Congratulations Fritz and Carolyn!

Calendar

TBCR February Drives -- Watch for emails from Ben. He has plans.

Every Tuesday-- Tuesday 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.

TBCR Annual Meeting



January 22nd started out under clear cool skies at the Star Bucks at Wetmore and 1st Avenue. Tour Director, Ben Cohen, gave the instructions just prior to the “Light ‘em up” command. The tour took about 30-40 minutes in the northern Tucson foothills region.

Meanwhile, President Pete Williams set up our meeting destination at Brandi Fenton Park, Ramada 2, for our event. We had competition (barking dogs) from a large group of dog agility trainers who occupied and overflowed the center part of the park.

Our member’s touring cars started to arrive at about 10 AM. I thought they must have gotten a lot of green lights along the tour route. Our tour group swung into parking places, and members walked to the ramada.

President Pete started the meeting at 10:35 AM with a hearty “welcome” and introductions. Officers gave reports and club business was transacted. Awards were presented. This year we accompanied the awardees with certificates mounted in stands. Please see the Award Winners article (page 3). Thirty members were in attendance. Our meeting minutes will be posted on our TBCR web page later this month. In summary, we are healthy, still touring, and having fun.

At the end of the meeting Libbie Gabriel had a Regailia Boot sale. She sold a number of shirts and caps from the “boot” of her MGB.





Icicle New Year's Tour

It was a bright and a very cold morning when our 11 car group departed from Park Place Mall. Some brave members pressed on with their hoods down. Our native UK members, Richard and Rosie Reeve, and our local member Hernan Aubert were there to cheer us on. Tour director Ben Cohen reviewed the directions.

It was so cold that the drivers were warned about road ice. We didn't experience any ice on the road. When we did encounter puddles alongside the road, ice had formed overnight. A blanket of picturesque mountain top snow provided a nice contrast between the buff-colored mountains and the intensely blue sky.

I don't think anyone turned into a popsicle, but a warm drink was probably in their future. Winter tours are sometimes a very different experience. Congratulations to all who did the tour. You are a hardy bunch!

--Pete Williams

Touring Time with the TBCR - Rear View Mirrors?

When you are driving your LBC or BBC how often do you consult your rear view mirror? Does your side mirror vibrate? Can it be properly adjusted to actually be of some help to find cars in your “blind spot”? Can you adjust it to eliminate the blinding headlights of that SUV behind you? Or do you just press the “GO” pedal and to heck with anyone behind you? Do you have interior remote movement capability?

In early automotive history cars did not have rear view mirrors. Early race cars did not have them either. As more cars populated the roads, it became more important to see if a car was about to pass you. In your race car (now without the “mechanic” riding beside you) a rear view mirror became an important item to have.

Some vehicle rear windows were so small viewing anything from a center position was nearly impossible. Side mirrors were invented and placed here and there. Which was a better mirror placement? On the fender or on the door or maybe on the wing window? Located high or a low? Walk through a parking lot with our British cars and we can see mirror positions have moved around quite a bit from one year to the next and from one model to the next.

British cars are not the only ones with either no mirrors or moving mirror locations. American cars also went through this metamorphosis. As recent as the 1960s Chrysler products had mirrors on the dash. Better or worse? If this sounds like the iterative visit to your eye doctor when checking your lens prescription it's not that far off. Number 1 or 2? Number 3 or 4? Is 1 better or worse than 3 and on and on...?

Next we now have cameras, blind spot indicators and on and on. What do you want on your order sir or madam? It's like going to an all you can eat buffet: Backup only, Rear, Front, a 360 view? Where do you want it displayed? Display in your rear view mirror, on a giant screen between the seats on the dash or the little screen in your gauge cluster? Do you want to record all that stuff too? How long do you need to keep the image for? Do you want warning sounds too? Overload? Hi I'm here from the government to help you and I'm going to tell you what you have to do! Way too much? Yup, I'll agree to that! Make mine simple please!

Do you drive with you “hood” up if you have one, or is your tour car “hood” always down? Is your car a sunshine special? It doesn't matter... come and tour with us.



Welcome To Our New Members For January 2022

We have 2 new members since our last newsletter.

John Pound & Steph Wilson are driving a Fawn 1973 MGB GT and Karl & Penny Rettenmaier with a Blue 1974 TR6, White 1974 TR6 and Red 1974 MGB GT

Our new members will have name tags. Take time to welcome them to our events.

--Dave Germain, Treasurer

More Car Show



TBCR Needs Your Pictures

Hello TBCR Enthusiasts!

I'm looking to "freshen -up" the TBCR website picture banner with new club related photos. Although today's website photos are great – they are from years ago. Time for something new!

This is a call to all our members for new club related pictures. These may be pictures from past club events, drives, interesting cars or even your garage repair success (or failures). The choice is yours. The only limit is that the photo is TBCR related.

If you have a photo that you'd like to share on the website picture banner – please email it to me at: cars@tucsonbritish.com

Thanks!

Harold, TBCR web manager

For Sale

1978 MGB ROADSTER. \$8,500 obo

This MGB is one of the legacies of our departed friend Richard Conroy.

Richard professionally rebuilt the engine a couple of years ago and it currently has an estimated 1,200 miles since rebuilt; the engine has a mild hot camshaft, and it runs very strong. The car has been retrofitted with a pair of SU HIF (internal float) carburetors. Mechanically this car appears to be in tip-top condition (with the occasional and typical oil leaks here and there), and the body is 100% rust-free.

Cosmetically, there are some relatively minor flaws. The one obvious body damage is the front of the hood which has been poorly repaired. However, car comes with an already primed replacement hood. The soft top frame is not installed, and it is missing the canvass.

For more information and to schedule an appointment please contact Georgia Conroy by phone: (520) 882- 4747 or by email georgiafluter@aol.com



