

THE TUCSON BRITISH CAR



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Technical tips are for informational purposes only.

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On the Road



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FROM THE COCKPIT OF THE V. PREZ



I thought it might be interesting to look at a little history of the TALBOT name in the British automotive world. I have seen in past articles where the Sunbeam-Talbot and Talbot Sunbeam Lotus name was used. Talbot was an automotive marque that existed from 1903 to 1992. It was originally the British marque used to sell imported French Clement-Bayard cars. In 1906 Talbot began domestically designing cars and by 1910, 50 to 60 cars a month were being produced. A Talbot was the first car to cover 100 mph in 1913.



1906 Talbot

During WW1, the firm switched over and built ambulances and other military vehicles for both the British and French military. By 1935, the Talbot and a British owned but French based company took control and was reorganized into the Sunbeam-Talbot-Darracq conglomerate.

That same year the company collapsed, and the Rootes Group took over.

In Britain, Sunbeam and Talbot marques were combined in 1938 to form Sunbeam-Talbot. Production of Sunbeam Talbot automobiles ceased during World War II and resumed in 1946, and the Talbot name was dropped in 1955. The Sunbeam name continued under the Rootes management (Rapier, Alpine and Tiger) until 1967 when control was taken over by Chrysler. Chrysler Europe was sold to Peugeot in 1979 resulting in the Sunbeam being rebranded as the Talbot Sunbeam in 1979. The performance version of the car used the Lotus 2.2-liter version of the Lotus type 911 16 valve four -cylinder engine, thus the name Talbot Sunbeam Lotus.

Talbot had two brief spells in Formula One. The 4.5-litre, six-cylinder Talbot-Lago T26 was eligible for F1 competition post-war, and many examples, both factory and private, appeared in the first two years of the F1 World Championship, 1950 and 1951. Talbots came fourth and fifth in the inaugural World Championship race, the 1950 British Grand Prix, piloted by Yves Giraud-Cabantous and Louis Rosier respectively. The move to two-litre F2 regulations for 1952 effectively ended Talbot's F1 spell as a manufacturer.

If some of us "gray hairs" can remember the movie, "To Catch a Thief" with Cary Grant/Grace Kelly where she drives a Sunbeam-Talbot drop-head, the predecessor of the Sunbeam Alpine,



you'll know what I am talking about. Beautiful! Oh yeah....and the car too!

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Calendar

Saturday, Sept 10 - 7:00 AM drive

Saturday, Sept. 24 - 7:30 AM drive

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.

Enter online at: <http://www.RotaryTCCS.com>

Sunday October 30 British Wheels on the Green Sponsored by the AZ MG Club and held in Peoria, AZ. <http://www.azmgclub.org/british-wheels-on-the-green/>.

TBCR will be organizing a drive to this event. Watch for email updates and the October *Register*.

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.



WELCOME NEW MEMBERS

We have a new member in August. Douglas Scott has joined us. He drives a Black 1962 MGA MKII, a White 1960 Triumph TR3a, and two British motorcycles, a 1965 Triumph 650 Bonneville, and a 1951 BSA ZB31. Be on the lookout for our new friend, say hello. They have name badges. Please welcome them to our coffees and drives. —Dave Germain

On the Road, *continued*



August 6 was a bright morning, perfect for a drive on the NW side. The drive wrapped up at Beyond Bread on Ina Road.

The scheduled August 20 drive was rained out.



From the VP, continued from Page 2



The Sunbeam-Talbot drop-head

The Talbot Sunbeam Lotus came out in the early '80's and would go on to win the 1981 World Championship, competing against the Audi Quattro, Toyota Celica 2000GT and Fiat 131 Abarth.



Forum Update:

- Looks like we are getting a number of shop referrals from folks who have had work done on their LBC/BBC's. Please add any shop referrals that you have had good luck with so all members can see.
- Also there has been a few member introductions, **please add yours!**
- Once you are using the forum, check up on it for additional information and comments from other members.

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 our new members who have recently joined TBCR.



**As seen at Cars & Coffee,
August 13.**

Cars & Coffee, now being held at Lowes on the NW side. Didn't feature European cars last month but attracted several nice British cars.

From the Prez - Waiting, Watching from Afar

By Pete Williams

I'm doing it again. Watching a construction project from a distance. This is not unusual for snowbirds. Contractors actually can proceed unimpeded by a hovering owner. This is the second time I've done this.

The first time was in 2016 when my all too small kitchen and dining area (total area 20' x 10') was renovated. A wall separating the kitchen from the living room was removed. The dust and debris from the destruction and construction permeated my small house. It would have been extremely difficult to live in the house during that period as all the furnishings and artwork were relocated to the three bedrooms and front hallway. I did visit once to check on what I thought was a lack of progress. That was not a good idea. Aside from the high temperatures, the debris issues inside and outside the house, there were travel issues as well. The kitchen / dining room project turned out great. There were few issues to be resolved when I returned in fall.

Currently, I am doing another remote project. Times have changed. There were permit struggles with the City of Tucson (COT). First, the building department has been notoriously slow in processing permit requests. (3 months) All permit applications must be done on line - including structure and site drawings. You are not allowed to visit their offices.

In order to get a construction permit, I also had to get a demolition permit for the old non permitted, non-conforming, non-taxed garage they required me to remove. (The square footage of external buildings cannot exceed 50% of the house.)

The COT stated they thought the old garage was considered an historic structure. The COT building ordinance states (loosely) that buildings over 50 years old (1972) are considered historic. *What???* The demolition permit was referred to the Historic Committee. I had no idea when the prior owners built and added onto the structure. An old aerial photo (unshared) was found by the COT building department. I was required to submit detailed online pictures and explanations of "need" and what my proposed demolition would consist of. My proposal was to remove two walls and the roof. This would retain the alley and street side concrete block walls. Committee approval was given just a few days prior to my snowbird exit. *Whew!*

But the COT threw another "curve ball". In order for the new building to be inspected it had to be empty and the old building had to be demolished. The agreement we reached was that I would be able to temporarily move the 2 cars and trailer into the new garage while the demolition was occurring. Then I would have to move the vehicles back onto the old slab before the final inspection happens. Timing is everything. The contractor builder / owner contracted Covid and was hospitalized for twenty+ days in January 2022. Was the guy going to make it? YES, he did! *Whew!!!* With the permits now in place in late April, the money started to flow to the contractor. Given the high rate of inflation, shipping issues, and fuel costs, the project is slowly proceeding. At the beginning of summer, I thought I would have to make an early trip back to Tucson to move cars. As of now, the footings have been poured and the slab is about to be poured. I am hoping the progress is slow enough to allow me to return just a little earlier than my projected October arrival.

If you are in the COT with an older home, expect long delays. My builder advised me if you are in Pima County, the process is a lot quicker. The biggest surprises were the building ordinances: the 50-year-old historic building and external square footage requirement.

I am glad I am not in Tucson right now trying to expedite the contractor. I feel that would likely irritate him and slow things down. The yard is a mess. The back porch is full of garage parts under a tarp so all that can wait. Then there is the perimeter yard landscaping and water diversions that have to happen... but that is another story.