



THE TUCSON BRITISH CAR

# REGISTER

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Technical tips are for informational purposes only.

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## On the Road      Year-End Tour



*More on next page.*

## On the Road, *continued*



The final drive of the year - December 31. A cool, but sunny morning for a drive to the South, with a Triple T breakfast at the end. We had good participation (10 or more cars) and were only slowed by a train. Triple T has redecorated the restaurant (since I was last there). Overall, a pleasant drive and a good breakfast. See you on the road in 23!





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## Calendar

**Saturday, January 7 Saturday Drive.** Meeting point - Starbucks on the SW corner of La Cholla and Orange Grove Rd  
Departure - promptly at 8:00 AM. Drive time is approximately 75 minutes  
Destination is Beyond Bread - SE corner of Ina Rd & Oracle Rd (if you want a more complete & bigger breakfast, feel free to find something near there, if you like). Ben has emailed the map.

**Saturday January 14 TBCR Annual Meeting.** Annual TBCR Meeting at Brandi Fenton Park 11:00 AM (River Rd & Alvernon Way)  
The "2nd coming of the La Encantada Cars & Coffee" kicks off this day. Anyone who wants to participate can meet there anytime after 8:00 AM...  
If you want to do a brief Foothills drive to the Annual Meeting, we will leave from the north side of the shopping center and drive 30 minutes to the park.

**Saturday, January 21 Saturday Drive.** Watch for emails from Ben.

**Saturday January 28 Car Nuts Sahuarita Classics Car Show** Veterans Memorial Park, Sahuarita. Register: <https://carnuts.org/event-4653907>.

**Every Tuesday**—Brit Coffee 7am to 9am, Starbucks at NW corner of Swan and Ft Lowell, Join in and enjoy the car talk and car walk.

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## Welcome to our New and Returning Members

We have a new member. Tony and Rhonda Valentino from Oro Valley are with us driving a 1978 Spitfire.

Returning members are Yul Esquivel, Mike and Jan O'Brien, Jack and Gayla Stewart, and Dave and Julie Young. Welcome our old and new friends as we begin the new year. —Dave Germain

## On the Road: December 3 Drive, or Press on Regardless

December 3, 2022, was an atypical Arizona day. There were heavy clouds occluding the blue sky. "Tut, tut, it looks like rain." We gathered at the South Palo Verde Circle K. Before we started, one of our members smelled gas from Hans's MG Midget. The bonnet was quickly opened, and we saw some gas dripping from the Weber Carb. Prez Pete brought out his large tool kit and Hans used it to start partial disassembly of the carb to ensure the screws were tight. With the group looking on, consulting and commiserating, he started the car, and it did not appear to be leaking after he worked on it.



He decided it was good to go and we pulled out of our launch point only 16 minutes later.

The initial tour was dry. However, as we approached Vail, we saw lightening in the west and sheets of rain coming out of the sky. As we got onto Old Spanish Trail, the rain started to creep much closer. Since Hans was driving with his top down, and his subdivision was on the way, he chose to exit and stay dry.

We pressed on to the Village Restaurant on 22nd where the rain became intense. Kim was driving his MGA with a Bimini top. He was sort of dry. The rest of us had either closed cars or cars with their tops and windows up. We had an excellent breakfast.

Initially there were 7 tour participants and one couple from Green Valley joined us in their Sprite while we were under way. Walt Zagorsky joined us at the restaurant.

I understand that if one drives *really fast*, the water will go right over the cockpit. I'm not advocating speeding here, just relating part of another story.

--Pete Williams

## Croissants and Coffee at La Encantada

Saturday morning, December 17 was bright and very cold. Eighteen TBCR cars were arrayed around the La Encantada east end circle for coffee and croissants. Some of the crew gathered around the large gas fireplace, while others gathered in the warm Gelato store. Stories and shivers were shared while we ate the croissants and drank hot coffee as we viewed the cars from the 1960s onward. It was a fun event!



*Note: a car show at La Encantata has now been set for each second Saturday. This gives you choices: Cars & Coffee at Lowes on Thornydale or La Encantada.*



### A Reminder on 2023 TBCR Dues

#### Please Don't Pay 2023 Dues !

The TBCR Board has extended all 2022 memberships to the end of 2023. Current members: Please DO NOT send checks or pay dues with Paypal our Treasurer will just have to send it back. New or returning members after January 1<sup>st</sup> will still pay \$35.00 for 2023. We expect to resume dues for 2024.



## My Farina-Bodied Wolseley 6/99: A Story of Mystery and Intrigue

By David George

Questions often asked are: 1) Where did you find it? 2) How long have you had it?

I acquired it in October 2006. But I didn't buy it. It found me, and it was free.

It was for sale on the premium used car lot in Idaho Falls, Idaho. The business, White Glove Auto, had enjoyed a stellar reputation in the area for several years until some unfortunate circumstances forced its closure.

The licensed dealer had worked his way up from washing windows and pumping gas in high school to sales and service positions with new and used car dealerships. In time he established his own used car shop at a prime location on Broadway in Idaho Falls, Idaho. Divorced along the way, he eventually remarried. The new wife took over the office and her son did sales. The son, a very successful salesman, was deficient in delivering titles to buyers as well as neglecting to pay off liens on traded-ins.

The state pulled the dealer license for lack of employee supervision. The stepson, and maybe his mother, had removed title and financial paperwork from several transactions. Customers were left with a horrible mess of unpaid loans and missing car titles. The state gave him 30 days to liquidate. The ex-dealer, then 58 years old and destitute after paying compensation and fines, moved in with his mother. The stepson moved to a Boise institution with free room and board for up to three years. Wife number two was again a divorcee.

After liquidating the inventory and shop equipment, two cars were left behind the lot: a ragged out Chevelle and the Wolseley 6/99. Friend Phil leaned on me to look at this unusual opportunity. He even contacted the ex-dealer who told him to take it, saying if he even touched anything auto related, he too would qualify for free room and board. No bill of sale, no paperwork, no admission of guilt. Unmoved, I wisely passed. However, the keys were in the car. No one owned it. Former "owner" said take it. It was British. Unusual. What harm could happen if we were to just start it to hear it run? The engine sounded good. Most electricals worked. The transmission made horrible noises. I pondered. Then Phil offered me his covered patio to bring it up to adequacy. We drove it to his house. It's Idaho, after all. Don't need no stinkin' tags or title for just a few miles.

I made a plan: Pull the engine and transmission; Diagnose and repair if warranted (I bet it's the overdrive, wrong); Apply for title and tags if all goes well; Enjoy the quality experience of driving the only Wolseley 6/99 in town.



The transmission is a BN4 Type, identical to those in the Austin-Healey 100-6 and early 3000's. Non-synchromesh first gear. One-fourth of those gear teeth were powder in the bottom of the box. No problem with parts. The engine is the 2912 cc Austin C-Series engine as in early Austin-Healey 3000's. I pulled the crankshaft. Only one rod journal was nearing limits so new bearings took up the slack. Oil pressure was 70 psi cold, 50 hot, even up the hills while rallying in the 2019 Glenwood Springs events and on an excellent 2022 ABFM Loman Loop Tour out of Boise.

No title? No problem! LBC friend Bill and I had once purchased five non-titled Jeeps and eventually had them titled. Patience was required. Tedious but doable. Simply contact the local DMV title examiner and follow procedures. The local DMV examiner had the reputation as the nicest person you would ever meet -- outside of work. In the office -- all business. Plus, I had a history. She informed me I was either trying to cheat the great State of Idaho or am horribly stupid for having anything to do with that car. No way could I get a title given the circumstances.

Then tragedy struck! The examiner was forced to take a 6-month leave due to illness. (She has recovered, is happily retired and still a nice person). Another examiner was assigned to Idaho Falls on Thursday mornings. I visited, explained, and begged. He might be able to help me but could only inspect the car at the office. The next Thursday morning I flat bedded the Wolseley to the DMV office. Can't drive as it has no title or tags. He matched all numbers from the British Motor Heritage Industry Trust Certificate with those on the car and declared I could have a provisional title. I whipped out my check book. But as it would be a "provisional" title, exact cash is required. \$76. I rushed to the credit union for exact change and soon had a title application

Skip ahead a few years. The temp DMV examiner disappeared with the state car. Only a small item in the newspaper. Nothing more for a couple years. Then hunters in Power County found the state car with him deceased inside and a gun beside. No other details have been published that I know of.

More bad karma. The rear seats were expertly rebuilt by a deputy sheriff who did upholstery part time for interesting cars. The Wolseley fit his definition. He did excellent work while I wintered over in Arizona. But when I picked them up in Spring with idea of him doing the front seats, he could no longer do up upholstery, having been injured on the job. Front seats went to kid starting out in the business. Risky, but the fronts turned out well, though not to the quality of the rear seats.

Wolseley 6/99's were not imported into the U.S. I assume my LHD model arrived via Canada. The ex-dealer thought maybe the stepson bought it at the Salt Lake City auction, and maybe it had been in California. My attempts to track the car from England to Canada to California and to Salt Lake drew blanks.

Much bad karma and many unanswered questions. All I know for sure is that "free" is not cheap for models used as cop cars and then in demolition derbies. I am very careful when crawling under this Wolseley 6/99.