

THE TUCSON BRITISH CAR



REGISTER

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Technical tips are for informational purposes only.

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The *Register* -- Press on Regardless

The real world seldom intrudes on the little kingdom of TBCR. Life events of our members and families, of course; government edicts on old cars, sure – But this month, and for who knows how long, our community of British car keepers will be different. We may not have much in the way of organized drives or in-person social contact, but we will still have the cars and our interest in them. With that in mind, I look forward to continuing on with our newsletter, the *Register*.

There will be fewer pictures of events, at least current events, but there will be entertainment. These are articles to watch in upcoming issues:

Member projects. TBCR members have been busy. Watch for their latest efforts. Have you a project? I know many of you do – Let's have a look! It is just a matter of a few pictures and we can make a good article.

Member profiles (member chats). Always a favorite. I'll be looking for more.

TBCR Memories. I have recently fallen into possession of many back issues of the *Register*, the *Desert Octagon* and even a few *MG-T Registers*. Watch for a few blasts from the past.

From the wider world of automotive development and collecting. Members have penned some outstanding articles, I hope for more. I'll also throw in an interesting reprint, when I see something good (and available).

Tech advice. Always my favorite. If we didn't love this stuff we wouldn't include the disclaimer on the masthead!

So we may not be hitting the roads as a group for a while, but we will be staying in touch. And rest assured, the *Register* is rolling and will press on regardless!

--John Mead, editor

On the Road



Eleven TBCR members and friends participated in our March 14th 2nd Saturday Tour. In spite of various shortages, the intrepid group enjoyed a nice tour on a lovely Arizona day. The TTT folks were glad to see us and opened their spacious back room to accommodate us. As usual, the breakfast was delicious. With restaurants closing down soon thereafter, this was the last conventional TBCR drive for a while. *—Pete Williams*



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Photos:
Pete, Jeff

Events Calendar

DM50 Car Show scheduled for April 25 has been postponed.

This is from the organizers:

...we are postponing the DM50 Picnic and Car Show until at least June. We are currently looking at an early June date (before it gets too hot), and doing an evening event. The specific date will obviously be dependent on many issues, not least being the status of the COVID-19 pandemic.

We realize that you have already paid your entry fee. As regards that, we would like you to consider 3 options:

- Continue to apply your entry fee to the postponed Car Show.
- Donate your \$40 entry fee to the Kachina Fund, to be used for the welfare of the Airmen of Davis-Monthan
- Request a refund of your entry fee. A check will be sent to your address of record.

Please email Chuck Durham at chuckdurham@dm50.org with your preference.

TBCR Drives and BritCar Café

TBCR events will resume when possible. Watch the *Register* and email announcements.

TBCR Garage Tour originally scheduled for March will be held in the fall.

Club News and Notes

Regalia Sales on Hold till October

Due to the closures, social distancing, etc. the TBCR Regalia will be closed until mid-October. Even if we took your order today we couldn't get custom embroidery done and delivered to you in the amount of time remaining before my snowbird gig is up.

Be sure to think about what you want to order and place your order in mid-October. Thank you for being patient and understanding.

We hope you and your family are healthy and come through these extraordinary times safely.

--Pete Williams, TBCR Regalia Chairman

Dues Reminder

Dues remain at \$35. A spouse or partner is included. They can be paid by check or PayPal. Paypal can be paid on line through our web site: [tucsonbritish.com](http://www.tucsonbritish.com). You can mail a check to **Tucson British Car Register, P.O. Box 30997 Tucson, AZ 85751-0997**. No additional application form is needed, just note if address, phone or email have changed.

TBCR Rescues Old Jaguar

By Jeff Simpson

A photo of an old Jaguar hidden away in a dilapidated shed and covered with years of dust made me curious. I certainly wasn't looking for another car, especially a big sedan, but the car was only a couple miles from home so I made an appointment to visit and get a first-hand look.



On arrival, I met Patti who had sent the photo. She explained that the owner had died some time ago and his widow had decided to sell the house, so the old car in the shed had to be sold.

To get into the shed required removing numerous screws in order to pull away a plywood panel over the door. Given the poor condition of the shed and seeing that it had a dirt floor, I was very surprised to find the car was actually in fair condition. It had sunk down into the dirt floor up to the steel rims and all tires were completely flat. It was so thick with dust that it was impossible to even tell what color it was. But no rust! The glass and chrome were all in good shape and the engine looked very original and "un-messed around with". There were no signs of any rodent damage at all and the interior was in surprisingly good shape. As an aside, the car was produced the same time as our XK-150, probably in the factory at the same time?



TBCR Rescue



Our plan is to get the car up to a safe driver condition but not to do any major restoration. The car is a real “survivor” so we will keep it that way. I hope you will be seeing the car at TBCR events next winter.

I’m very grateful to all the TBCR members who spent their Saturday morning helping me out, greatly appreciated!

--Jeff



MGB Trailer – Body Work by a Novice Part 1

by Pete Williams

Introduction

Seat of the pants! That would very clearly describe my educational background which fully prepared me to tackle the body work needed for my MGB trailer project. There were a couple of things I had plenty of: time, a willingness to learn, space to do the project, the drive to finish the project and the understanding that quality finish painting was beyond what I wanted to do by myself.

Welding, fiberglass, bondo body filler are all things that were needed for my MGB trailer project. I've never done any of these things before, nor taken a formal class. Sure, I've watched videos and read about these processes, but do them? Nope!

As the title indicates, I've never done bodywork on a vehicle before, let alone a specialized trailer. I'm a novice and made plenty of mistakes along the way. But, that's what the journey is about. Learning, fun and a completed project. Fritz Ficke did help with the heavy steel welding because my welder is limited to 1/8" steel thickness. The bodywork did not call for heavy welding that was used in the draw and tow bar and hitch assembly. I did learn some things from Fritz – Thanks Fritz!

This 4 part series will discuss welding patch panels, fiberglass application, fiberglass-bondo application, and final body filler, smoothing these layers to prepare the body for paint.



Top: the hole, looking up from the ground. That's the porch ceiling showing thru.

Bottom: patch panel ready and in place

Next page: patches welded in place.

MGB Trailer Part 1: Preparing and welding in patch panels.

The remaining MGB body was somewhat free of rust, but there were definitely areas which had to be cut out and repaired with patch panels and (MIG) welding them in place.

The first area was the remaining rear floor area. There was a rusted out area above the driver's side spring perch. After cutting out the rust a patch panel piece was created. It covered the three layers of sheet metal - floor, cross member and spring bracket. It was MIG spot welded in place and painted.

The previous owner cut out one hole in the driver's quarter panel next to and in front of the tail light. I cut a template and created a patch panel that was tack welded and spot welded in place. On the back side I applied fiberglass to strengthen and waterproof the patch. Outside I used fiberglass bondo and then regular bondo filler to strengthen and then smooth body imperfections. Each layer of bondo was sanded smooth.

Again, the previous owner cut out a rather large hole in the driver's rear quarter to cover what I deduced was a significant rust area. He had bought a patch panel I was able to fit in place. Prior to fitting the patch panel there was a significant chunk of rusted rear sill that had to be cut out and replicated.



I bought a replacement sill patch panel and cut off most of it to use as the outer sill panel. The inner sill panel was cut out and I created an “L” patch panel to connect the vertical and horizontal sill parts together with welds. Next I fitted and welded the outer sill panel to the patched inner sill. On top of that I fit and welded the outer skin patch to the body. This left a seam at the top of the patch and in the curved “door opening” crease. These seams were filled with fiberglass-bondo and later with final finish bondo. Each layer was added, sanded, and more was added until the contour was correct. The passenger side only had a series of rust holes above the wheel lip and at the bottom of the sill. Each hole was enlarged until the rust was removed. On top of that a layer of rust conversion coating was liberally added. Next I stuffed fiberglass into the holes with resin into each hole. Bondo-fiberglass was added to finish filling the holes. Then regular bondo was added for a final smooth coat. Each layer was sanded smooth.

From the Archives *What the Club Drove in 1998*



BRITISH VEHICLE SUMMARY - TUCSON MG-T REGISTER (As of May 9th, 1998)

<u>Make</u>	<u>Year</u>	<u>Quan</u>	<u>Make</u>	<u>Year</u>	<u>Quan</u>
Austin A40 Sedan	51	1	MGF	97	1
Austin A90 Sedan	59	1	MG Midget	76	1
Austin Healy 3000	63	1	MG Midget	—	1
Austin Healy Sprite	59	1	MG-TC	48	1
Austin Healy Sprite	60	1	MG-TC EXU	48	1
Austin Healy Sprite	63	1	MG-TC EXU	49	1
Austin Healy Sprite	66	1	MG-TD	52	2
Austin Healy Sprite	69	1	MG-TD	53	8
Austin Healy _____	61	1	MG-TF	54	2
Brabham, F11	—	1	Morris 1000 Tourer	58	1
Diamler Conquest	55	1	Morris 1000 Sedan	60	1
Hudson Metropolitan	55	1	Morris 1000 Traveler	60	1
Jaguar XJ-6	72	1	Morris 1000 Pickup	62	1
Jaguar XJ-6	79	1	Morris 1000 Van	66	1
Jaguar XJ-	—	1	Riley 1.5L Sedan	59	1
Jaguar XKE	64	1	Singer 4AD Roadster	52	1
Jaguar XKE	69	1	Singer Gazelle Estate	59	1
MGA	57	2	Sunbeam Alpine	60	3
MGA	59	1	Sunbeam Alpine	61	1
MGA	60	1	Sunbeam Alpine	64	1
MGB	64	2	Sunbeam Alpine	65	1
MGB	66	1	Sunbeam Alpine	66	1
MGB	70	1	Sunbeam Alpine	67	1
MGB	72	2	Triumph GT-6	67	1
MGB	73	1	Triumph Spitfire	69	1
MGB	74	2	Triumph Spitfire	72	1
MGB	74-1/2	3	Triumph Spitfire	73	1
MGB	75	2	Triumph Spitfire	78	1
MGB	76	2	Triumph Stag	72	1
MGB	77	3	Triumph TR-3	60	1
MGB	78	4	Triumph TR-3	61	1
MGB	79	8	Triumph TR-4	63	1
MGB-GT	72	2	Triumph TR-4	64	1
MGB-LE	80	1	Triumph TR-4	65	1
MGC-GT	—	1			



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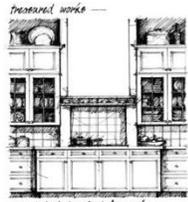
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