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THE TUCSON BRITISH CAR

# REGISTER

January 2020

Volume 26 Number 1

## On the Road to Ringo's

Nice turnout of some stunning cars for the December 2<sup>nd</sup> Saturday drive.



*See more on the next page.*



A variation of the popular drive from 1<sup>st</sup> Ave & Wetmore, over the Tucson Mountains and back to the NW side. This time to Ringo's on Oracle Road.

# Christmas Eve Brit Café

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Photos:  
Pete, Ginny, Staff



Starbuck's manager Myra arranged for a special Christmas Eve event for TBCR. Our usual parking area was reserved for our cars and free coffee and holiday cheer was at hand.

20 cars were on display in spite of some rain. Thanks to all who turned out!



More pics on page 5.

# Events Calendar

Wednesday Jan 1	<b>New Year's Day BLAT</b> breakfast at Triple T.
Saturday Jan 11	<b>2<sup>nd</sup> Saturday Breakfast Run</b> will end at annual meeting location.
Saturday Jan 11	<b>Annual Meeting</b> 9:30am, River Dusenberry Library (in shopping center on NE side of River & Craycroft).
Saturday Jan 25	<b>Tubac Collectors Car Show</b> register: <a href="http://carnuts.org">carnuts.org</a> . A drive to the car show will be organized, watch for email.
Wednesday Feb 5	<b>BLAT</b>
Saturday Feb 8	<b>2<sup>nd</sup> Saturday Run</b>
Saturday Feb 22	<b>4<sup>th</sup> Saturday Run</b>

*And every Tuesday:*      **BritCar Cafe**  
7:00AM – 9:30AM  
Starbucks NE corner of Grant & Swan

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## Tubac Collectors Car Show

This is a southern Arizona tradition and a popular show for TBCR. This year Dennis Gage, the *My Classic Car* guy will be roaming the show so we need to have those hot scones ready.

Registration is \$35 till Dec 31, then goes to \$40. January 18 is both close of registration and the deadline for refunds. Go to [carnuts.org](http://carnuts.org) to register. Paper registration is possible, but you've got to contact SCV Car Nuts to do it.

There are two British car classes: 1900-1950 and 1951-Present.

The club organizes a Saturday morning drive to the car show. Watch your email for details.

There are also Friday night activities, including a BBQ.

# Holiday Party



The TBCR Holiday Party was attended by 45 members at Brushfire Grille. The food was delicious and everyone agreed that we should reserve the venue again for next year's holiday party, December 6, 2020.

There was a big dose of fun at the event. Pete Williams chaired and MC'd the event and awarded several door prizes. There was also a very challenging historic British car / Holiday quiz. The top 3 winners of the quiz were:

1st: Cameron Sheahan - 51 of 69 points

2nd: Tie: Elizabeth Morris, Carolyn Arnquist - 43 of 69 points



## More Christmas Eve



# Hot Dog Run, Sonoran Hot Dogs and Elections



The 2019 edition of the Hotdog Run started on a clear, crisp day. Some members made to drive from Mission San Xavier, others went straight to the legendary TBCR Sonoran Hotdog lunch and meeting at Alvernon & Lee.

The drive was great, as were the dogs, the Mexican pop and the TBCR cake!

*More on the next page.*





And just in case you missed it, the 2020 officers elected were:

President: Allan Jones;  
Vice President: Alex Wade;  
Secretary: Mike Morales;  
Treasurer: Dave Germain.

Outgoing President George ran an outstanding meeting that included a slate listing the slate. That's Allan either taking the oath of office or voting against himself.



## Building a MGB Trailer Axle and Suspension Part 2 - Pete Williams

One of the goals of building the trailer was to increase its capacity by reducing as much of the overall weight as possible. Weight reduction improves the overall performance of my LBC and trailer package.

In examining the donor body it was clear the heavy lever shocks no longer worked. They did not hold any fluid and were expensive to replace and / or rebuild. The leaky, heavy axle also needed rebuilding.

Since originality was not particularly important, a tube shock replacement kit was chosen. The Moss kit, with brackets and shocks, allows the new tube shocks to be quickly installed to the sills (Lock-Tite the fasteners).

The pictures accompanying this article show the finished installation.

The heavy, long-lasting MGB axle is very robust. A hand cart was used to set it aside. A new trailer axle was obtained from "Wheel Equipment" - a Tucson trailer parts supplier.



MGB wheels are an odd-ball size. The hub stud pattern is a 4 stud, 4.5" spread which will fit their wheels. Our original idea was to use MGB wheels since we had 5 from our project car (why buy more wheels?).

The vendor stated that the down-side of using MGB wheels and hubs, was that it would be a non-standard trailer configuration which would not be repairable (on the road) if a spindle broke.

Trailer axles come in several axle weight capacities and widths. One pays more for higher capacity. The chosen axle was a 52" wide, 5,000lb unit. Lower capacity axles were available, but not in stock in the required width (and

especially with 4 stud by 4.5" MGB spacing). The new 5 stud axle came with spindles, hubs and bearings. (4.5" spacing was not available in a stock trailer axle.)

I chatted with Fritz (the welder featured in Part 1) about this. He was adamant that the MGB wheel was the only way to go. Using MGB wheels would mean that only one spare tire would be needed between the car and the trailer. And it would look right! This is what I wanted!

Since the project car had excellent front spindles, bearings, disc brake hubs on the front, they would be what we used. Preparation of those assemblies required the back side to be shaved flat. The pictures show the "raw" front spindles with several arms on the casting (see the picture with the dashed lines in the casting). Removal of the excess casting came next.



Each arm of the spindle casting was removed using a cut-off saw. The back side was cleaned up and ground flat with the cut-off saw and grinding discs. Admittedly, if one has a lathe it probably would have been a lot easier to get the job done. But those tools were not at hand.

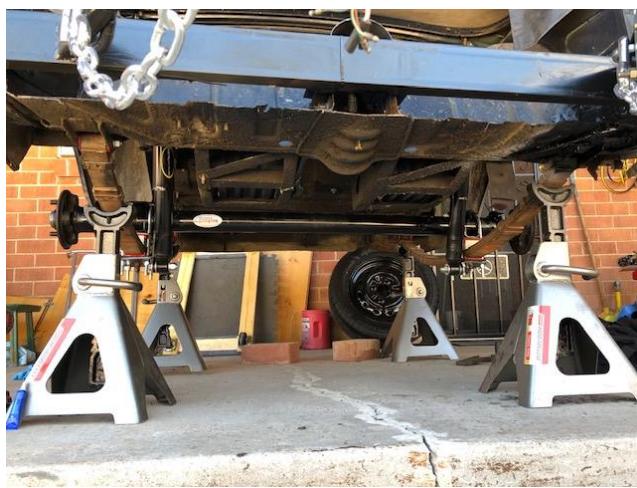
The next issue was determining and ensuring that the width of the new axle with the wheels would fit into the wheel wells of the trailer. This was done by placing both axles on jack stands and aligning them so that the face of the old drum brake matched the face of the new spindle superimposed onto the new axle (before new axle surgery). The old axle was 52" wide - hub face to hub face.

After the spindles were prepared, we took the new axle, (with the wrong 5 hub studs) to Fritz's. We attached the wheels to the shaved / flattened spindles. The wheels were placed a channel iron jig to ensure correct wheel alignment. Next, the 5 lug hubs were cut off the new axle. Fritz then welded the MGB hubs to the new axle. WHEW!



The axle was brought home and placed on the leaf springs. Since the 1969 donor project car was a lower body height than the rubber bumper 1979 car, an axle spacer block was added to each spring to increase the height of the trailer body. New "U" bolts and urethane pads were installed above the spring brackets. The fore and aft positioning (alignment) on the springs is critical for correct tracking. As a note, the leaf spring pivot bushings had been previously replaced with new poly units.

The new axle / shock assembly works well and tracks nicely behind the MGB. Enjoy the pictures.



Watch for Part 3 in an upcoming *Register*.



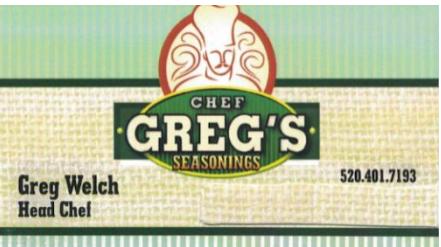
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complimentary business card  
ad on this page

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## Custom Cakes!

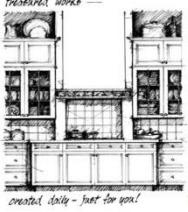
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