

THE TUCSON BRITISH CAR



REGISTER

March 2020

Volume 26 Number 3

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On the Road

The February 2nd Saturday saw a sunny city drive from NW to mid-town via a short drive through a wash on the east side. It was all good! --*the Ed*



More 2nd Saturday



BLAT

It was a bright but very chilly day for our BLAT tour to Sonoita's Copper Brothel Brewery for lunch. We gathered 14 hardy folks along the way for our luncheon. As we gained some altitude it became much chillier. The food was plentiful and delicious. It was a lovely drive. *—Pete Williams*



Letter from the President

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Photos:
Pete, Allan, Ginny, Staff



TUCSON BRITISH CAR REGISTRY



Dear Members,

I would like to thank everyone for their vote of confidence in electing me as your President for the coming year, or do I?

I am confident that I will receive the appropriate support in whatever shape or form that it may come in. Having been a member of the club for a few of years I do know that I will receive a significant amount of cajoling and I am sure there are a few stronger terms that could be used.

I would like to recognize the outgoing President George Hann for his leadership over the past year as well as the Treasurer, Secretary, and our Regalia contact for their efforts to bring some sort of organization to the club. A special thanks has to go to the people who plan and lead our driving events. This is no small task, and the more participants the better. I must admit that I have been remiss in attending some driving events, but like most of you, being a British car owner, you will understand my situation.

Our club is nothing without the people who participate in the events whether they be social or driving and I encourage everyone to continue this tradition of showing Tucson what beautiful cars look like.

During my period as President, please feel free to contact me via telephone or e-mail if you have any concerns or recommendations to improve our club. This may include getting me out of the job.

Thanks to everyone and have a great year,

Allan D. Jones



Events Calendar

Wednesday Mar 4	BLAT (See below) 9:30am Depart McD's at Silver Bell and Ironwood Hills. Lunch at Firefly in Amado RSVP to Ben is required!
Saturday Mar 14	2nd Saturday Run
Saturday Mar 28	Garage Tour Watch for email updates from Ben.
Wednesday April 1	BLAT
Saturday April 11	2nd Saturday Run
Saturday April 25	DM50 Car Show See February Register for registration. Contact Clark Williams about TBCR participation.
<i>And every Tuesday:</i>	BritCar Cafe 7:00AM – 9:30AM Starbucks NE corner of Grant & Swan

Drive Time March BLAT

By early March I hope spring is upon us and gives us a chance to rerun one of our favorite BLAT drive on the SW side. That's right...Tucson to Three Points through the Buenos Aires Wildlife Preserve, back through Arivaca and to a new destination restaurant...Firefly in Amado. The start time is 9:30 AM because the drive is 2 hours!!! We will make a stop in Three Points (intersection of SR86 and SR286) to regroup before heading south toward Sasabe the east through Arivaca to Amado. The drive is stunning with view of Kitt Peak and the BA Wildlife Preserve.

Due to limited seating at Firefly, I need an RSVP from those who plan to do the drive. The sooner you give me an RSVP, the better. Once we reach our limit, I will let those who still want to drive with us, if they can accommodate more. I have been there with groups before and they are very accommodating. So, check your calendar and let me know. Right now the starting point is at the McD's on the NW corner of Silverbell Rd and Ironwood Hills Dr (Grant Rd). There is parking and restrooms. ---- *Ben*

Club News and Notes Dues Reminder

Just in Case You Forgot! Dues for 2020 were due before Mar 1st. Dues remain at \$35. A spouse or partner is included. They can be paid in several ways, cash check or PayPal. Paypal can be paid on line through our web site: tucsonbritish.com

Or you can pay at the Tuesday morning coffee at Starbucks, Swann and Grant. The Treasurer is there most weeks, but any officer can take the dues.

And last, 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. ---- *Dave*

Sadie Hawkins Drive



Ben channeled Al Capp* with the return of Sadie Hawkins Day, in the form of a Leap Day drive and lunch. There's no report of proposals, but the drive (featuring 17 British cars and 27 participants) was fantastic, as was the ambience of lunch at Cadillac Chaparral North of Oracle Junction.



*For those of you under 60, etc. Al Capp penned the *Li'l Abner* comic strip.

Member Chat: *A Blast from the Past*

by Craig House



What a shock we received in December, when an email arrived from the fellow who had bought and successfully vintage raced our old Mini . . . It has now been immortalized by the TINY COMPANY in a diecast 1:50 scale EXACT REPLICA of the car, detailed livery and all (see pics). This Hong Kong factory sells many scale model replica race & street cars & dioramas on e Bay and we just wonder where they got such detailed pictures of our old guy. We bought two early on at only \$12, now up to \$20.



The Backstory.

In 1988 we lived in Mississippi and were friends with a brit car enthusiast who would tow his MGA to Road Atlanta for vintage racing fun. We owned two Austin Healeys at the time, and that sounded interesting so we joined him a couple times. Back then, many classic Minis were racing in the southeast, and they made up most of a race grid (2 liter foreign). Darned if one didn't come around the track with a FOR SALE sign in the window, and Jane was immediately struck – what a fun alter-ego trip for my accountant honey! The title was signed over after conversation with the owner, who wanted to shed the little guy to focus on his race-prepped Lotus Europa. Thus started a dozen-year run of “BumbleBee Racing”!

Jane rookieed at Atlanta, and was presented with a pair of tiny steel ball bearings for graduating from rookie to red-mist Girl Racer! A few years after, we moved to Portland, Oregon to tackle that race track. We sure learned a LOT from those dozen years of racing around with like-minded folks . . . she as the “don't bother me-I know what I'm doing” driver, and me as a quasi-pit crew/mechanic.

Made all the usual mistakes, this being our first ever Mini, and went through a few clutches & engine heads. We made some modifications to make the car more tractable and lasting (unloading the LSD some, adding a high-torque starter, detuning the 14:1 compression head and fixing the short-shift mechanism). I did manage a few laps in the thing, it terrorized me! Such torque-steer I hadn't encountered before, and being “bolted in” was itself a bit intimidating. Gotta admit though, slinging that wee beastie through the corners under power was quite the thrill!



I have to say, there's no comparison between the Road Atlanta & Portland International tracks! Muggy weekends in Braselton GA, negotiating the many faces of that complex track compared with the PIR flat-track (boring!). But the paddock activities & people were similar, so not a bad transition. We never did "place" high in our races, we were going for FUN and no DNS/DNFs!



When the fun was ending (job travels took out too much time), there were not many Minis racing in the nor'west but we still found a buyer for our rig and the car went to CA where there was plenty of Mini racing competition. Under the last owner, it won a vintage race at the Indy track (they must have used the "Formula 1" infield track as a Mini would have a hard time on the big oval!). I don't know why, but we've purchased 3 Minis after that stint! Got the LBC bug and can't shake it . . . could be worse I guess, there are many more expensive pastimes!



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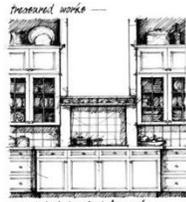


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