

THE TUCSON BRITISH CAR

# REGISTER

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Technical tips are for informational purposes only.

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## A Tableau of Summer Driving

Club driving has been on hold, but individuals have been gathering to enjoy social distanced drives.





Pictured are encounters in the Foothills, the East side and Mount Lemmon. We all miss the restaurants and the comradery after the drives that TBCR offers. Do you have a picture from a drive you have taken, or work you are doing on a car? Send it to the editor!

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## From the President

Ladies and Gentlemen of the Tucson British Car Registry,  
this year has been very uneventful or eventful depending on your perspective. I sincerely hope that everyone and your families are in good health. We started the year with a great deal of optimism, car shows, driving events and coffee on a regular basis at Starbucks. Unfortunately, mother nature ????? had other ideas and released the Corona 19 virus upon us. This event changed many aspects of how we live our day to day lives and may have a long-lasting effect on us.

The Tuesday Zoom calls have been very successful and have allowed people to at least get together and discuss what-ever they wish. Many thanks to John Mead for setting up and facilitating these calls. Some of you have gone on semi-private excursions in your British cars, while others have taken this opportunity to work on them.

I am sure that many of you have run out of "honey Do's" having had to stay at home for most of the time, or you have avoided even recognizing that you have any. I have been busy remodeling my sister in-law's town house which was gutted in January and have just now finished remodeling one of the bathrooms (subway tile).

Over the past few months, we have had a couple of new members as well as a few enquires asking for information about maintenance and British cars for sale.

As a reminder, the board of directors has decided that there will be no dues for the coming year, we are in excellent financial health going into 2021.

I have been checking with Starbucks and they are still discouraging large groups.

We are coming closer to the end of this year. Normally we would hold our annual elections in November, our Board Meeting in December and our annual Members Meeting in January. I am very hopeful that the current situation will not stop us from having these events.

--Alan

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## Events Calendar

### Tuesday Brit Café via Zoom - New Time

Tuesday's Zoom coffee is 8:00am every Tuesday.

An email to all TBCR is sent on Mondays with the zoom meeting link. If you are not seeing that, or the link is incomplete, or a password is missing, just contact the newsletter editor.

### British Wheels on the Green

Latest from the AZ MG Club:

The Arizona MG Club is monitoring the state of COVID-19 in Arizona and Governor Ducey's Executive Orders before opening the BWOG 2020 registration portal. Our goal is to finalize a decision on the November 1st show date on or before September 15, 2020, allowing four weeks for show attendant registrations.

Thank you to the survey respondents who provided valuable input for this year's show.

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# From the Bonnet to the Boot

An interesting note about NGK (sparkplugs)

In my quest to have my Sunbeam Alpine keep up with the “Big Dogs” (Jags) in our club during our driving tours, I keep playing around with the performance within the confines of the original 1592cc engine. To gain a little more efficiency and avoid potential misfire or malfunction, I have been reading about NGK sparkplugs and installed a set on the Alpine. Here’s the “interesting note”:

The story about NGK startup is that it goes back to 1878 when Ichizaemon Morimura and his brother Toyo formed the Morimura Brothers Company to export Japanese and Asian artworks to the United States. The growth of the export business would reach to nearly \$5,000,000 per year in 1908, by which time the company had over a hundred employees in the New York area. Ichizaemon reformed the company after personal tragedy and named it Noritake, producing high quality china that was often hawked by giant retailers like Woolworth. As Noritake ceramic’s business blossomed, the company began branching out and starting in 1909, began making ceramic insulators. In 1919, it spun off its insulator division to create Nippon Gaishi Kaisha Insulators, Ltd or simply NGK Insulators. As spark plugs became more profitable and growing part of its business, NGK Insulators spun off NGK Spark Plug Company in 1936. A few miles away, Toyota was formed in a suburb of Nagoya. Although the city being a highly industrial center for military equipment was heavily bombed in WW2, NGK came back through the 1950’s. By 1963, NGK grew into the largest maker of spark plugs in the world.

When Honda joined Formula 1 in 1964 they used NGK in all 12 cylinders. In 2007, every race winner in F1 used NGK spark plugs and since 2011, both Mercedes and Ferrari have been using NGK spark plugs in their Formula 1 cars. Worldwide with their 1<sup>st</sup> overseas factory in Brazil and sales offices in the U.S., they are still the largest producer of spark plugs, producing a half billion plugs annually.

So although not British made, I feel if Mercedes and Ferrari uses NGK, my Alpine can certainly use NGK as my spark plug of choice and someday be able to run with the “Big Dogs” (Jags).

Marc Koenig  
'65 Sunbeam Alpine

## Service Shop Recommendations

*This has been a frequent topic on Tuesday mornings. Mike M. recently invited our Zoom coffee participants to send in their comments about local shops. Readers should also check the TBCR website for other referrals. The comments in the next two pages will also be making their way to our website.*

*Please note: contact info has been edited out, along with negative inferences about other shops (there was really very little of that). Finding these establishments should be easy but contact the Editor if there's a problem.*

I recently had paint & body work done on an older (non-British) vehicle at **Hi Speed Rods & Customs**. The work was done to a very high standard and I was kept informed and involved every step of the way. It seems to be getting increasingly difficult to find good paint & body shops that will tackle this work, these guys do it every day. A visit to their shop is a treat and will let you see first-hand the quality of the work they are doing.

Over the years I have had several cars serviced at **Art's Pit Stop**. I have never used a local shop for my British cars but have no doubt they can handle all the basic maintenance and repairs those vehicles might need. I have spoken to the owner (Chip) and he confirmed their willingness and ability to service our cars. They even have quite a bit of experience with SUs from tuning old Volvos. I have always found them to be competent, honest and easy to work with - I think you will too.

About a year ago I had clutch work performed on my Sunbeam Alpine and worked with **Top Notch Autocare**. Family owned, great job on the clutch. Brought him the tech manuals and he reviewed the night before. Would probably have to supply your own parts. Clean shop, works on expensive imports and domestic.

Alan Cowan at **Falconworks**. He always calls me ahead of doing a repair and has put both cars into a reliable driving condition which used to be a nightmare before, wondering what would go wrong next. I can't recommend Falconworks highly enough.

I have had Allen at **Falconworks** service my 1977 Triumph Spitfire for 25 years. He may not be the least expensive or most convenient location but is well worth it. I highly recommend him and his shop.

My wife's Jaguar XK is serviced annually at **Falconworks**. Allen, the owner, is a knowledgeable person in the Jaguar marque especially and he is my Jag "guru" by his knowledge. He has a great staff, nice shop and is typically priced. Since Ernie retired I'm going to have my MGB work done there too.

I use **Scott Fricks Automotive**. Great guy, very knowledgeable easy to work with.

Greg at **British Car Service** has done excellent work on my car.

I bought my Triumph TR6 in 1998 from **British Car Service** and have become a very close friend of Bob, who runs the shop.

British car service has rightfully earned the reputation for being somewhat expensive, but for the excellent service and the perfect work it is well worth it. They now work on not only my Triumph but my Volkswagen GTI and they even helped me restore and paint my 59 El Camino. I highly recommend British car service for all your LBC needs, especially if you're looking for a precision repair or restoration.

## **Shops *continued***

**Western Differential and Driveline.** Mr. Bybee at Western set up my new 3.55 differential for my Bug-Eye. New parts and quiet running at a reasonable cost and completed on time as promised.

**Anderson Painting.** Media blasted my replacement Bug-Eye bonnet. Very reasonable cost and fairly fast turn around. Western had several chassis and body parts in the shop. They seemed very conscientious about media blasting our older cars

**Pancho's Upholstery.** Reupholstered my patio furniture. Good quality. Fair price. Saw several auto seats both times I was at Poncho's. All of high quality with perfectly aligned rolls, pleats and seams, and no bunching of material.

**Ramsower's Automotive, LLC.** They were working on an Austin Healey 3000, a very nice car. They immediately noticed an oil line that needed attention that could have cost me an engine. They gave me an upfront estimate for all of the work. Contact persons Jack Gillespie owner or Chris Brandon.

**TJ's Speedometer Repair.** My speedometer had been sent off to a national company and it was not repaired properly. TJ removed the speedometer repaired it properly recalibrated it and only charged \$100. He has several WWII restored Jeeps, quality rides.

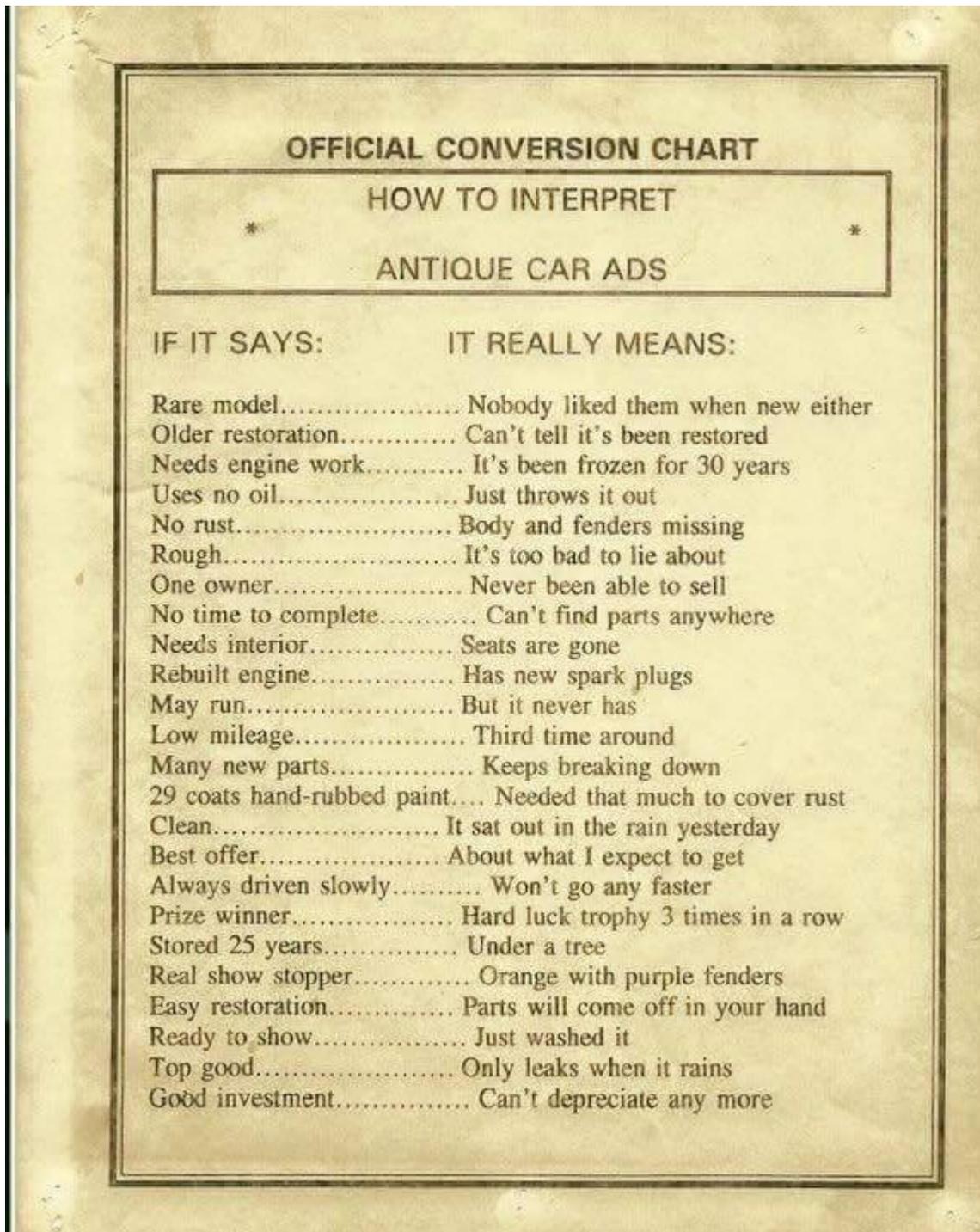
**Hotrods Garage, Inc.** They do high quality work. The restaurant has a Kyle Busch NASCAR in the eating area. Steve has a Factory 5 Cobra that is one of the best Kit Cars I have seen. They have website check it out. When Steve is not there Adam is the contact.

I had a great experience at **Alignment, Brake, & Suspension Specialist.** Ever since I restored my Healey I've had a positive camber issue with the left front wheel. They quickly diagnosed the issue and recommended what I needed to order from Moss Motors. They installed the correction bushings and now my Healey handles better than ever. Great friendly customer service as well.

**The *Register* is going on its summer (well autumn) break and will return with the November edition. Articles, events or ads should be sent to the editor by October 20.**

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## From the Archives





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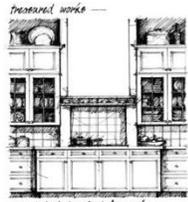
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