

THE TUCSON BRITISH CAR



# REGISTER

April 2022

Volume 28 Number 4

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Technical tips are for informational purposes only.

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## From the Prez

by Pete Williams

Touring time with the TBCR: We're survivors!

The last couple of years have been a challenge for all of us. We soldier on, try to keep safe, healthy and believe things will get better.

It's sort of like buying a LBC / BBC which has "needs". It takes a while to tuck this, tweak that, order a few parts, install them and pretty soon it's ready for the open road. Our three times a month tours and our weekly coffee are places where we can reconnect, recalibrate our friendships and enjoy the products of our and other member's hard work.

I hope everyone enjoys the view and scenery when we go on our tours. First of all, we meet and share stories. Then we get in our vibrant pastel cars, exit the gathering site, and start our tour. The scenery has a couple of dimensions here in Arizona. First, it's the vibrant car colors snaking along the road in front, behind and around us. Second, it's the beautiful Arizona scenery beyond the cars. As we go forward, the roads dip and soon you're climbing a hill and making a quick turn. It's not boring in any way.

Most of the time, on our tours, everyone manages to proceed. It is rare that one fails to proceed. If that happens, our members always stop and render assistance. Fortunately, our cars are somewhat simple. Often times the little things that pop up that can be quickly fixed and we're back on the road again. Considering the age of most of our cars, this is truly amazing. It speaks well of our club members, their preparation and attention to detail.

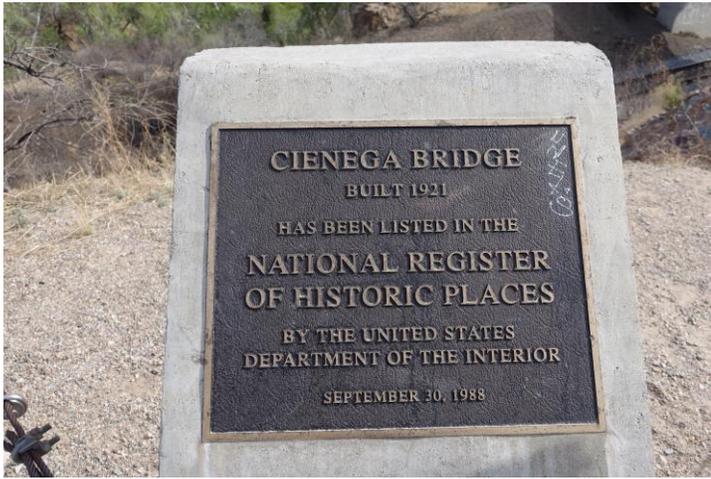
I hope, as spring turns into the very warm summer that everyone will come out earlier for the tours so we can be back before the heat really comes on.

Some of us will be exiting in May for the cooler northern climates. Our hope is that the snowbirds will return for another season in the fall. Marc Koenig will be stepping into the leadership role during the summer.

Keep the shiny side up and rubber on the road...

Always the Best!     Pete

# Cienega Bridge Tour



It was a sunny cool morning which warmed up during the tour. We arranged our cars for a photo soon to be added to the TBCR web page. Ten LBC / BBC cars were positioned for the trestle picture.

We were pleased that the previously very rough Marsh Station Road was repaved. After our picture we proceeded south on Hwy 83 to Sahuarita Rd. At the stop sign at we turned north on (unmarked) Wilmot Rd to our destination at TTT truck stop. The newly redecorated restaurant was jammed.

It was a very nice day for a tour.



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## Calendar

**April 9** Saturday Drive 9:00 AM departure from Park Place Mall.

**April 14** BLAT to Mt Lemmon.

**April 16 DM50.** Register on your own SOON! (get the forms online or email the editor). TBCR will be organizing a meeting place for a drive to the event. Pete W. will be sending updates. *See Page 8.*

**April 23** Saturday Drive.

**May 22** 60<sup>th</sup> Birthday Party for the MGB. *See Page 9 and watch for updates from TBCR.*

**For TBCR Drives:** watch for emails with details.

**Every Tuesday**—Brit Coffee 7am to 9am, Starbucks at NW corner of Swan and Ft Lowell. You don't need to be British, bring a British car, or even own a British car. Just join in and enjoy the car talk and car walk.



## Welcome To Our New Members

We have new members since our last newsletter. John & Sherida Sowerby in Oro Valley have joined us driving a white 1973 MGB. Our new members have name tags. Take time to welcome them to our events.

## Bridge Continued



## On the Road

## Coming Around the Mountain - March 5th TBCR Tour



March 5th started a little chilly, but it was another clear day with bright blue skies. Many TBCR cars filled up in the South Palo Verde Circle K parking lot and overflowed onto the surrounding paved lot. When we launched the tour, 19 cars were on our tour. Very soon the group was fragmented by multiple stoplights and proceeded in smaller pulses of TBCR cars. We skirted the western Tucson mountains by going west on Irvington Road and then north on Kinney Road to the twisty McCain Loop Rd. After the Loop Rd we continued on Kinney Road once again. Next, we continued west on Mile Wide Road and then north on Sandario Road to Picture Rocks Road. Eventually we turned south on Silverbell Rd and then east on Congress. The temperatures had warmed somewhat by the time we stopped at the Mercado San Augustin for a mid-morning snack. It was a lovely day for our well-attended tour.

## From the Bonnet to the Boot - *British Car Tips*

### MGB Boot Lock Release Cable Saves the Day by Pete Williams

Several years ago, I read stories and saw a John Twist video about MGB owners being denied access to their boot. If this happens to you, it's very, very annoying and it can result in body damage. If your car has had its rear bulkhead hacked for speakers, there is access to the boot lock. Otherwise, you're left with four choices. 1) Remove the backup light (either side) and fish a heavy wire to try to trip the latch. 2) Forcefully remove the boot lid lock and damage the boot lid. 3) Cut a big hole in your rear bulkhead. 4) Ignore the issue and never gain access to your boot. None of these is a satisfactory solution!

In mid-March I picked up my 79 MGB after paying Falconworks for some much-needed work and returned home. I wanted to access my boot to place my tool bag in there. I inserted the boot lock key, turned it, pressed the button down and pulled up on the boot lid. NOTHING!!! I turned the key the opposite direction and repeated the process. Same thing!!! A few profanities later and I remembered I had installed a cable boot lock release. Will it work? YES!!! With the boot lid opened. The first thing I did was examine the bottom of the lock. The half-moon cam had somehow rotated past its functional location. I released the bolt a bit, rotated the cam back and tightened the bolt. Hmmm... Loctite needed!!!

I have had at least one new member come to me since January with this same problem. He was able to eventually get his boot open. Read the tech article and implement the easy fix before you're denied access to your boot!

**The Following is reprinted from a 2014 Register.**

### MGB Deck Lid (Boot) Lock Emergency Remote Opening Cable A simple project which will save you by Pete Williams

Many of us have had situations in our lives where we have been frustrated by things that were poorly designed when failure happens.

One such example is the deck (boot) lid lock for an MGB. If the thumb lock fails to release the latch from the striker we are faced with a series of choices, which will most times create unintended consequences and damage.

In my case, my new old 1979 MGB came with a severely dented deck lid where the lock was missing. After assessing the situation and spending money to replace and paint the lid with another, I attempted to install the replacement lock mechanism. But...

I read many forums as well as instruction manuals which provided dire warnings if one was unsuccessful in correctly installing the lock. The bottom line was unlucky, incorrect installation would result in no trunk access!

In pondering the situation, it occurred to me to install an emergency remote latch release cable to the assembly.



*The deck lid lock looking so innocent. Will it work or not?*



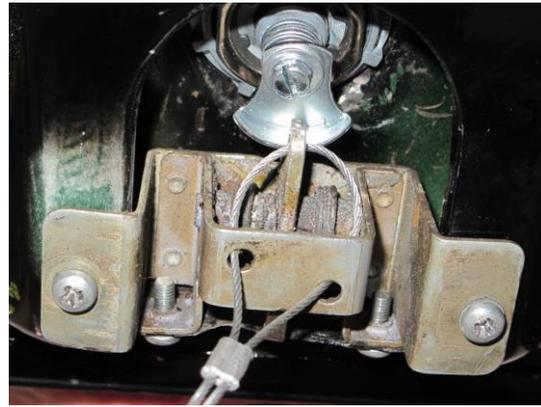
*The bottom of the latch assembly (top of picture) The 2 holes in the latch assembly were already in the stamping. Notice the cable and its routing through the hole which is drilled into the lever assembly. The right of the picture shows the clamp. The cable pulls the latch down.*

Here are the steps I followed:

1. Get 6' of 1/16" aircraft cable, 4 clamps and a key ring. (available at ACE Hdwe)
2. Remove the latch assembly (4 screws).
3. Drill a small hole in the rear latch lever.
4. Reinstall the latch assembly (4 screws).
5. Slip an aluminum clamp over the cable and slide down a bit.
6. Insert the 1/16" aircraft type cable through one of the bottom holes in the base of the latch, then through the hole in the lever and finally back through the other hole in the latch base. (Note doing it straight to the front of the car does not work as you need the downward motion to release the latch when you pull it forward. See the pictures.)
7. Slip the loose end through the clamp and using a vise grip, clamp the fitting.
8. Drill an 3/16" (or larger) hole through the rear bulkhead near the top of the panel.
9. Insert a rubber grommet into the hole.
10. Insert the cable through the grommet in the bulkhead panel.
11. Create a loop on the end of the wire in the passenger compartment by slipping on a connector to the wire and inserting the end into that same connector and crimping with a vice grip.
12. Thread the key ring onto the loop. This will provide a strong and comfortable handle to pull with.
13. Cover the exposed raw wire in the passenger compartment with tape to make it disappear.
14. Hide the remainder under the shelf carpet.
15. To open the deck lid without the key, stand outside the car and get the cable. Pull the cable forward. Pull up the deck lid by hand. The long length of the cable will allow one to reach around the body. Of course, using two people is easier.
16. The cable just sort of "floats" at the top of whatever you place in the trunk.

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The pictures to the right show the cable in the passenger compartment.

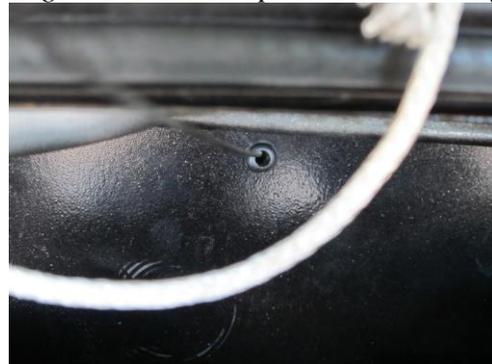
There is a ring on the end of the cable. The cable in the second picture is tucked under the carpet.



*Another view of the latch assembly.*



*The cable is routed forward. Note the orange clip is fastened to the wire. Add a piece of rope (white) to guide the cable up and hold it out of the way.*



*Through the grommet in the trunk bulk head.*

12TH ANNUAL

APRIL 16, 2022

# CLASSIC MOTORCYCLE &

# CAR



# SHOW

PRESENTED BY **DM50**

Car show proceeds benefitting the Airmen of Davis-Monthan Air Force Base.

## **FREE LUNCH & BEVERAGES INCLUDED**

Located at Davis-Monthan Air Force Base in Bama Park from 10am to 3pm. All cars need to enter through the Swan Road gate, and follow signs. Cars will be parked on asphalt. Please have cars/motorcycles in place by 10am. **The car show is sold out every year, so RSVP ASAP to reserve your spot.**

## **CALL FOR ENTRIES** CAR CLUBS WELCOME

- 1** - Complete entry form, along with \$40 entry fee (checks payable to DM50) and mail to: Davis-Monthan Protocol, 3405 S. Fifth Street, Davis-Monthan AFB, AZ 85707 « 520-228-3600. You can also pay with a credit card on the DM50 website (click Donate and pay to the DM50 501C3 account).
- 2** - **For base access & security purposes please send Name; Date of Birth; Driver's license Number; State of Issue; Social Security Number via email to the Air Force's Secure Server: 355wprotocoloffice@us.af.mil or call 520-228-3600**  
**Information is gathered to maintain base security. Entries accepted on first-come, first-serve basis.**
- 3** - DOD Force Health Protection Guidance states that visitors are required to attest to being fully vaccinated or present the results of a recent negative COVID-19 test (within the previous 72 hours) as a condition of physical access to DoD facilities. In order to meet this requirement, please complete the attached DD Form 3150 and have it accessible while at DMAFB. If asked, please be prepared to produce it (a digital copy on your phone is sufficient). Please do not email us this form. Those who aren't fully vaccinated or don't wish to declare their vaccine status should plan to be tested at a facility that provides documentation of a negative result within 72 hours of arrival and be prepared to produce it if asked (a digital copy on your phone is sufficient).

## **May 22 60th Birthday Parties in Arizona for the MGB**

From the Arizona MG Club:

Let's Celebrate the MGB's 60th Birthday!

The Arizona MG Club is celebrating the 60th birthday of the iconic MGB with three parties.

This is a free event for all MG owners and drivers. Mark your calendars.

The first party will be May 22 in the Phoenix area. Then there will be following parties in Tucson and Prescott. \*

You will hear a short history of the MGB and its role in the sports car arena by one of the Club's officers. And toast the MGB with a cupcake!

A plaque will be presented to the oldest MGB at each of the parties. So dig out the birthday of your MGB so the right winner will be honored.

\*Editor's Note: TBCR will be hosting the Tucson event on May 22. Details will follow by email and in the *May Register*. This should be fun for B owners and everyone else, so get it on your calendar.

## For Sale

1957 1500 MGA Roadster \$26,700

Present owner since 1995, car completely restored in 1988 when located in Washington State. Original restoration with 1489cc rebuilt engine. Red exterior with Tan interior upholstery. Aluminum framed side screens and a new canvass tan hood with fitted hood frame. Fitted Chrome Luggage rack and black Tonneau cover.

Fully Serviced by Earnie's British cars January 2019, rear hub seals replaced, front and rear brakes overhauled, new master cylinder, new slave cylinder, two new 6 v batteries, new engine mounts, new fuel pump. Also, SU H4 Carbs have been fully rebuilt. Various spare parts come included with the sale: ignition components, hoses, fan belt, fuel pump, fuel level sender unit.

For more information and to schedule an appointment, please contact Ian Henderson by phone 520-297-5083 or by e-mail [iehenders@aol.com](mailto:iehenders@aol.com) Ian is located in Tucson.





## For Sale

1967 MGBGT \$12,000

This car has been lovingly cared for by MG enthusiasts for over 20 years. The car was repainted Old English White two owners ago, with black interior and red piping, and chrome wire wheels. The 1967 was the last year of several things: all-chrome bumper guards, 1 1/2" SU carburetors, and the freedom to design without the stronger US safety and emissions constraints placed on all import cars in 1968.

This MG has had the following the following cosmetic and mechanical improvements:  
Full Synchro 5 Speed Ford Sierra with Moss Motors conversion. Gear ratios are nearly identical to the original GT overdrive. New exhaust system; Negative ground conversion incl. alternator. New Rack and Pinion Steering. Sound deadening insulation. Refinished crinkle paint on original steel dash. Hydraulic struts on rear hatch. Oil Cooler with steel braided lines. Converted oil filter fittings accept a top-filling spin-on filter; K & N air cleaners. 12-Volt battery conversion. New front brake rotors and pads, new rear brake shoes. Shoulder seat belts. Moss Motors interior kit, incl. door panels and carpet. Door glass in driver and passenger doors is new.

On the other side of the coin, the brakes need adjustment, tach and speedometer not working properly. The bodywork isn't perfect. The front bumper has a dent, but a new Moss chrome bumper is included.

Please contact Chris Braaten 206 683-3668 normalbros@msn.com Chris is located in Oro Valley.



