



THE TUCSON BRITISH CAR

# REGISTER

July-August 2023

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Technical tips are for informational purposes only.

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## On the Road



June 2023 featured moderate temperatures and good driving conditions. Drives were a tour over the Tucson Mountains and back to Laverna's Coffee Shop and a trip South and East to Tanque Verde Guest Ranch.

## On the Road





## TBCR Board of Directors

PRESIDENT Pete Williams  
ptrwms@gmail.com

VICE PRESIDENT Marc Koenig  
Mko7144769@aol.com

SECRETARY Mike Morales  
mikemorales400@gmail.com

TREASURER Dave Germain  
dkgermain@aol.com

DRIVING EVENTS Ben Cohen  
rct2bnc@aol.com

REGALIA Libbie Gabriel  
chrusos@aol.com

NEWSLETTER John Mead  
tucsonbritish@gmail.com

WEBSITE Harold Beekhuizen  
gusbeekhuizen8@gmail.com

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TBCR Mail Address  
(Including Regalia Orders)

Tucson British Car Register  
P.O. Box 30997  
Tucson, AZ 85751-0997

TBCR Website  
<http://www.tucsonbritish.com>

## Calendar

**July 8 - SATURDAY DRIVE** but might include meeting at the La Encantada Car Show first?

**July 22 - SATURDAY DRIVE**

**July 27 - BLAT** on a Thursday.

**August 5 - SATURDAY DRIVE**

**August 12 - La Encantada Car Show.**

**August 19 - SATURDAY DRIVE**

**August 27 - Gelato Social** commemorating the former "100 miles at 100 degrees" event - held at FROST Gelato on Tanque Verde Rd on a Sunday afternoon- details later in the summer.

**September 9 - SATURDAY DRIVE** - delayed one week due to Labor Day Weekend.

**October 21** Tucson Classics Car Show.

**Every Tuesday—Brit Coffee** 7am to 9am, Starbucks at NW corner of Swan and Ft Lowell. Join in and enjoy the car talk and car walk.



## Welcome New Members

Our new members this month are Bob & Samantha Frederick. They Drive a red 2007 Jaguar XK, or maybe a grey & red 1952 MGTD VW Kit. They also have a 1967 Jaguar XKE in restoration. They live in NW Tucson.

### Regalia – Ball Caps Available

The popular TBCR ball caps are in and available for sale. See Libbie at British Car Coffee, or email: [chrusos@aol.com](mailto:chrusos@aol.com).



## FROM THE COCKPIT OF THE V. PREZ

As you can see from the pic above, I now have to change it to a TR4 dash pic and remove the Sunbeam Alpine pic for the next article. I have recently procured a TR4 from one of our club members and truly happy with the purchase I made. Having the car for a couple of months now, I had to learn....and keep learning....and keep learning all the idiosyncrasies of the Triumph. It's a little more "brutal" than the Sunbeam Alpine which had a 1593cc engine, I have now replaced it with the 2138cc in the Triumph. In some circles the Sunbeam Alpine was considered a "girlie" car, (wider seats, larger pedals, warm heater, etc.) Please ladies don't be offended I really did like the car and the way it drove, but now I am enjoying the TR4. I have learned some valuable lessons about a two-carb system and all the "fun" I have had on synchronizing them. In fact, one of our club members who I asked for assistance told me how envious he is for all the "fun" I was having.

To make a short story long, the TR4 began to cough and sputter to the point that I couldn't take it out of my garage without it stalling and stopping.....although it ran fine in the garage with no issues! To me it sounded like a fuel or timing issue, and yes, I had a full fuel tank. So thinking I knew more than the guys that built the car, I started down the road of replacements. I replaced the spark plugs, new points, new condenser, new Stromberg diaphragms for the carbs.....didn't solve the problem. I verified the spark plug wires and coil, check static timing, verified that the distributor was vacuum advancing as RPMs were increased and rebuilt the mechanical fuel pump with new check valves and diaphragm. I was also leaning on some of our club members for additional help and had them come over to see if they could find the problem. By this time (about 2 weeks) I was against the wall with the TR4 winning the I finally decided to look at the fuel system again. Geo lent me an inline electric fuel pump so that I could verify that I was getting consistent fuel to the

carbs. I looked at the fuel bowls by removing the gas/air mixture screw at the bottom of the bowls and drained the gas out of the bowls into a jar and saw very small black chips! This was telling me that fuel tank paint was coming off and working past the mechanical fuel pump filter screen. I added a "glass filter" and voila! problem solved.....I hope



And as a final note, I continue to encourage all our club members to join us at the every Tuesday morning get-together to meet new members and chat with old ones. The location is the Starbucks on the corner of Swan and Ft. Lowell, 3001 North Swan Road. Members start showing up due to the summer heat around 7 a.m., so come on out!

Have a Great Summer of Driving  
Marc

## As Seen on our Summer Vacations

The Lane Motor Museum, Nashville, TN

What's This? - By Pete Williams

Morgan has long been famous for their long-produced tricycle car. Other British manufacturers produced tricycle cars. Can you guess who made this car? What decade or year was it produced? This was on display at the Lane Motor Museum. *Have a guess? Check page 7 for the answer.*



TRA National in Ohio

*More pictures on the next page.*







**TRIUMPH REGISTER OF AMERICA**

*Formed to preserve the Triumph marque*

ESTABLISH 1974

Pictures from the TRA national in Oxford, Ohio. This organization is dedicated to the TR2 thru TR4A series.

Thanks go to occasional TBCR visitor Ron Williams for the pics.



Pete and Dick at the American Motors Owners Association International Convention in Tennessee.

Pete has recently co-authored his second book on AMC.

**What is It?**      The answer:

**LANE MOTOR MUSEUM** 1933 B.S.A. TW33-9 Special Sports

**B**irmingham Small Arms was started in 1861. Its main products were machine guns, shotguns and rifles. In 1880 B.S.A. also started to build bicycles. B.S.A.'s first cars were produced in 1907, and cars made from 1907 to 1915 were of the conventional 4-wheel type. B.S.A. also began producing motorcycles in 1910 and by the late 1920s was the largest motorcycle maker in Great Britain. The 3-wheeled B.S.A. cars are really an offshoot of the motorcycle business. In an attempt to make an affordable car, B.S.A. chose 3 wheels and a simple V-twin engine. Morgan also made 3-wheeled cars, but they had much higher performance levels, as the motors were much more powerful and the chassis much lower for better road handling. B.S.A. ceased production of cars with the onset of WWII and never restarted production after the War.

*This car was generously donated to the Museum by John Armstrong.*

Specifications:
<b>Manufacturer:</b> Birmingham Small Arms Co.
<b>Country of Origin:</b> Great Britain
<b>Drivetrain Configuration:</b> Front-engine, front-wheel drive
<b>Engine:</b> Air-cooled, 1021cc, 9 hp, 2-cylinder
<b>Transmission:</b> 3-speed manual
<b>Top Speed:</b> 50 mph
<b>Year of Production:</b> 1930-36
<b>Number Produced:</b> 5,020
<b>Original Cost:</b> 1933 - \$402.00 2010 - \$8,308.00

Readers note:

The Register will be taking a month off. Watch for the next edition September 1. Any contributions and want/sale ads should be submitted by July 20, 2023.

