



TUCSON BRITISH CAR REGISTER

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Technical tips are for informational purposes only.

JULY CALENDAR

By Ben Cohen

Below is the schedule of upcoming events for **JULY**:

NOTE: Due to the 4th of July on a Thursday creating a longer holiday weekend and the pending monsoon seasonal weather, there needs to be some flexibility with dates and start times. The schedule below has all events starting at 0700 but watch for the drive notices and particularly the start times indicated.

Tuesday Coffee

Every Tuesday – 0700 to 1100

Starbucks – Corner of Swan Rd & Fort Lowell Road

1st DRIVE

Saturday, July 13th – 0700

[Details to follow]

La Encantada Car Show

Saturday, July 13th - 0730 to 1000

2nd DRIVE

Saturday, July 20th – 0730

[Details to follow]

BLAT

July 24th - 0700

[Details to follow].

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By Tim O'Keefe

Ignoring Problems

As the new owner of a 50-year-old TR6, I was so excited to show it off the folks at the car club's Tuesday coffee. It showed well – everyone thought it was a great buy and I answered lots of questions about “is xx supposed to be like this?” or “what does this do?”

I was actually able to locate a previous owner of my car (Ben Skoldeberg) who did most of the restoration work about 15 years ago. I contacted him via email, and he sent me a copy of a newspaper article from May 2008 about him and my car showing it as yellow.

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LAKE TRAVIS VIEW

MAY 15,

Triumph of the spirit? Skoldeberg thinks his classic British import is divin

BY T. Q. JONES
Lake Travis View

Introduced as a re-bodied TR5/TR250 in 1969 and in production until 1976, the Triumph TR6 was the most-produced Triumph roadster in history. More than 90,000 were built and sold, one of them in the early 1970s to one of Ben Skoldeberg's teachers in his native Sweden.

“I just liked that car,” Ben says now, “and I always wanted one, particularly one built before they put those big rubber front bumper additions on it in 1974.” This car is a 1972 model and was originally sold to an attorney in Austin, then resold after about 25 years to an owner in Boerne who kept it for seven years. Ben found the car on Greg's list; it was not only nearby but the right year model and within the budget Ben had set for himself.

“It was in pretty good shape, partly because it was in Central Texas all that time, so there's no rust. I did have to re-chrome the bumpers and I converted the lever shock absorbers to tube shocks, but I still have the lever shocks so it can



T.Q. JONES | LT VIEW

Ben Skoldeberg is a proud owner of a Triumph T6, which many collectors believe to be near divine. Here, it gets a little divine treatment courtesy of the sun.

be made original again.”

The 1969 to 1973 TR6s, prior to the addition of the U. S. safety-mandated big rubber bumper extensions, were attractive and functional two-seaters with good speed thanks to the 2.5-liter six-cylinder engine and excellent roadholding. The original TR5 body had been updated by the design

house Karmann and the changes both smoothed the lines of the car and gave it more trunk space, important in a touring or grand touring car.

A front sway bar helped with the handling, and wider wheels and tires made the car look lower, leaner and faster. In fact, it was pretty fast, and because the engine is an

in-line six cylinder and not a V6, the exhaust note has a much better sound to it, one that gets better as engine speed increases. In-line sixes always sound better than V6s.

“The car is a lot of fun to drive,” says Skoldeberg, which is an interesting fact in a car that is, after all, pushing 40 years old. TR6s have also always been relatively reliable, allowing their owners to use them for relatively long trips without much concern. While many older cars are described by their owners as “fun to drive,” they often mean “interesting and challenging compared to modern cars.”

The Triumph TR6 is just fun to drive, with good power in all speed ranges and good and predictable roadholding (“predictable” being very important in a sports car). Other cars of the era, including

other sports cars like Alfa Romeo shared many of these attributes British roadsters did and do have special feel to them.

Maybe that's one reason like a lot of people, Ben's favorite color for a British roadster from 1950s and '60s is “British Racing Green.” This Triumph may well turn green sometime in near future.



T.Q. JONES | LT

The Triumph T6 is the best selling model company ever made.

Decorated Model
SNEAK PREVIEW!

Toll Brothers
America's Luxury Home Builder

Improve Your View Of Life.

The Prez Sez (Continued)

It is so fascinating to get some real history about my car! Not long after the article was written he had it painted BRG (which is more of an idea than an actual color). What amazed me is that he had the car painted at Maaco – and it still looks awesome. Clearly, he had done a lot of prep work before the painting because the engine bay, trunk and various other hidden areas had been painted too. The previous owner I bought it from said it had never been washed with a hose – he had always used waterless wash from Maguires.

After a few months and various tinkering, I noticed the faint odor of gas. My original plan was to ignore this because after all it was 50 years old. Ignoring worked for a while until a neighbor asked me if I had a gas leak. A little embarrassed I said, “I guess so”. The odor was a little stronger than faint and my gas mileage was around 16 MPG while most people say they get 19 to 23 mpg. After checking the carbs, fuel pump, fuel lines and gas filter I decided to take a look at the gas tank. On a TR6 you can access the gas tank through the trunk – and there underneath some liner I found a mix of old gas and paint that had been stripped by the gas. I cleaned it up and found that there indeed was some kind of leak around the gas tank.

Between YouTube and various forums like <https://www.triumphexp.com/> I was able to find step by step instructions on how to remove and replace the gas tank. I commiserated with club members before I undertook the process, and they gave me plenty of encouragement and offers to help. Finally, I got up the courage to actually tackle the job. And really it wasn't that bad at all. I took a lot of pictures as I disassembled everything, and it came out without much difficulty.

After getting the tank out I realized that one of the previous owners found the leak and used something like JDWeld to plug up what appeared to be some pinhole leaks. Frankly I don't really trust JDWeld for something as critical as holding gas.



So, a long story short, I purchased a new tank from Moss. Easy install, or so I thought. Apparently, the new Moss tanks include an extra fitting at the top. After asking several questions on the above forum I found out that the extra fitting, although it seemed like the

correct placement from the old tank was actually for fuel injection and if I had hooked it up, I would have leaked gas all over the place. The person who told me this had learned by experience after getting two gallons of fuel in his trunk. Luckily the people on the forum advised me to plug it up and attach the fuel line to the other fitting which was different than the original tank.

I got it all back together and it worked like a charm. No more gas smell, my mileage went up to 20 mpg, and my neighbor was happy. Fast forward about four months – the gas smell came back!!!

So, I finally realized that I made a mistake by purchasing the 49-cent original cork gasket used for the fuel level sensor instead of the newer \$4 rubber gasket. The cork gasket had fallen apart. Once again, I removed the gas tank (which went quickly now that I knew what I was doing) and installed the rubber gasket. It took less than an hour. And it's been holding up fine ever since.

Morale of story – pay the extra to get quality parts as sometimes original material is not best and do some research by asking folks in the club and going through the forums. If I hadn't come across this one particular forum posting I could have ended up with gas pouring out of my trunk!

Remember that the magical thinking of ignoring a problem hoping it will go away is really procrastination that could lead to far more work!

You all be careful out there. May your tires be filled with air, your gas tank with gas and your day filled with joy!

Tim

A MATTER FOR ATTENTION

By the Editor

I do enjoy our Tuesday mornings at *our* Starbucks. The camaraderie is solid, and the banter is plentiful. The early morning leaves us in the shade from the heat for some time. The area may be small, but it is quaint. Many of Starbuck's patrons are awed by our rides and go to some length to express such. Are we a good draw to the public? Doubtful.

When I arrive, I am accompanied by my Yeti, with a somewhat diminished home brew. When empty, I water the flowers, appreciated or not and with Ben's help. I go inside to get more. Approaching the counter for my refill, I am always greeted friendly and with enthusiasm. The young manager is very receptive and always expresses a welcoming greeting. I request a refill they fill it with my desired brew. Then comes the great monetary moment – "That will be \$0.53 Sir". Me: "Holy cow!" Read the above twice or more and realize that we receive so much and with very little investment.

I get my \$0.53 "refill" and leave \$3.00 – the \$0.53 for the coffee and the remainder for the Tip Bucket. We are patrons, let's make a better effort to contribute to our provider.

ANNUAL PHANTOM CAR SHOW

By The Editor

PHANTOM CAR SHOW – 44 STRONG

Fantastic turnout to the show with 44 cars lined up with one in the lot. There were a few others, mostly Mini's in the lot. The climbing heat did persuade some early departures, but it was a good time and good to spend it with many. And as usual the breakfast treats were outstanding!







ON THE ROAD

By the Editor

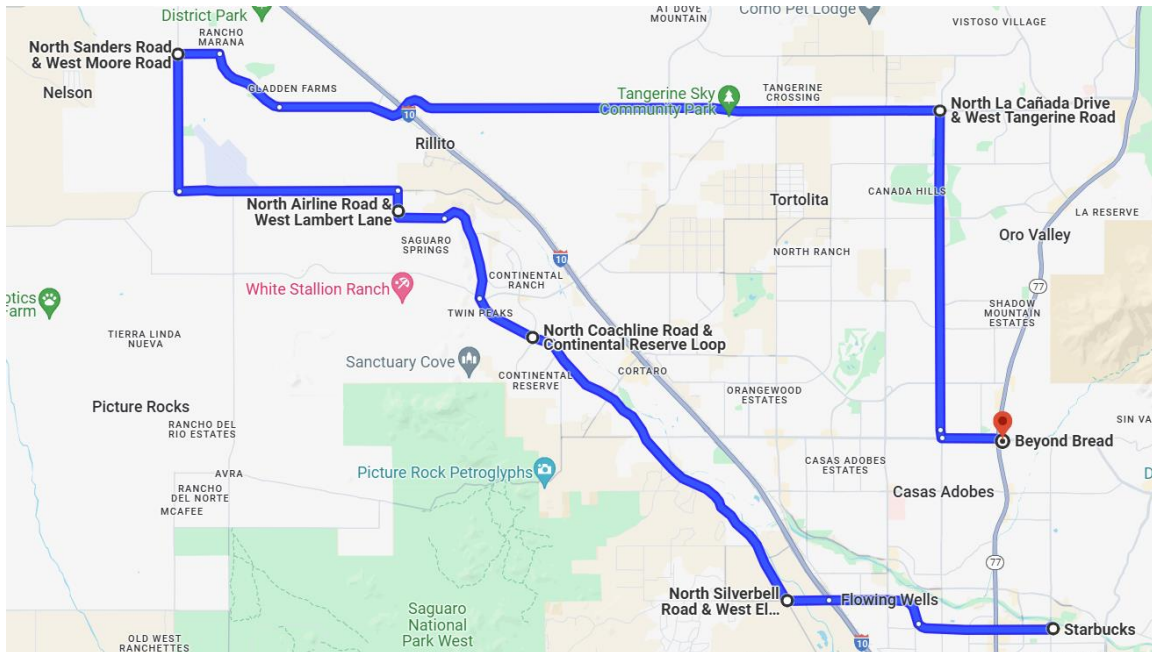
1st DRIVE – 15 June – Wetmore Starbucks to the Northwest and back to Ina & Beyond Bread

A little heat in the air on this day but not stifling nor uncomfortable. There was a small attendance, but one of stalwart drivers. Just nine cars at the start with departures along the way. The best part appeared to be the tour along Silverbell Road north of Twin Peaks Road, which the club has not travelled along much in the past. There were a lot of favorable comments about that stretch of pavement. It was another exceptional route, thanks to Ben.



SATURDAY DRIVE – June 15, 2024 – 7:00 AM departure from Starbucks 1st Ave & Wetmore Rd

45 miles to breakfast around the west side and quick breakfast at Beyond Bread



- Exit straight through the light westward from the Starbucks and follow Wetmore as it curves and becomes Ruthrauff over I-10
- Go north [R] on Silverbell Rd, passing Ina Rd, Cortaro Rd and Twin Peaks Rd then STAY RIGHT to remain on Silverbell Rd
- Follow Silverbell Rd, as it goes west on Lambert Lane
- Then north on Airline Rd
- Go west [L] on Avra Valley Rd – **WATCH FOR FAST ONCOMING TRAFFIC**
- After passing Marana airport go north [R] on Sanders Rd
- After crossing the Santa Cruz River go east [R] on Moore Rd
- Go south [R] on Tangerine Farms Rd and follow onto Tangerine Rd
- Continue over I-10 and across Tucson's north side for miles and miles
- Go south [R] on La Cañada Rd
- Go east [L] on Ina Rd and move to the right lane to continue straight at Oracle Rd
- After crossing Oracle Rd go [R] into the 1st parking lot for Beyond Bread
- **ENJOY!!**

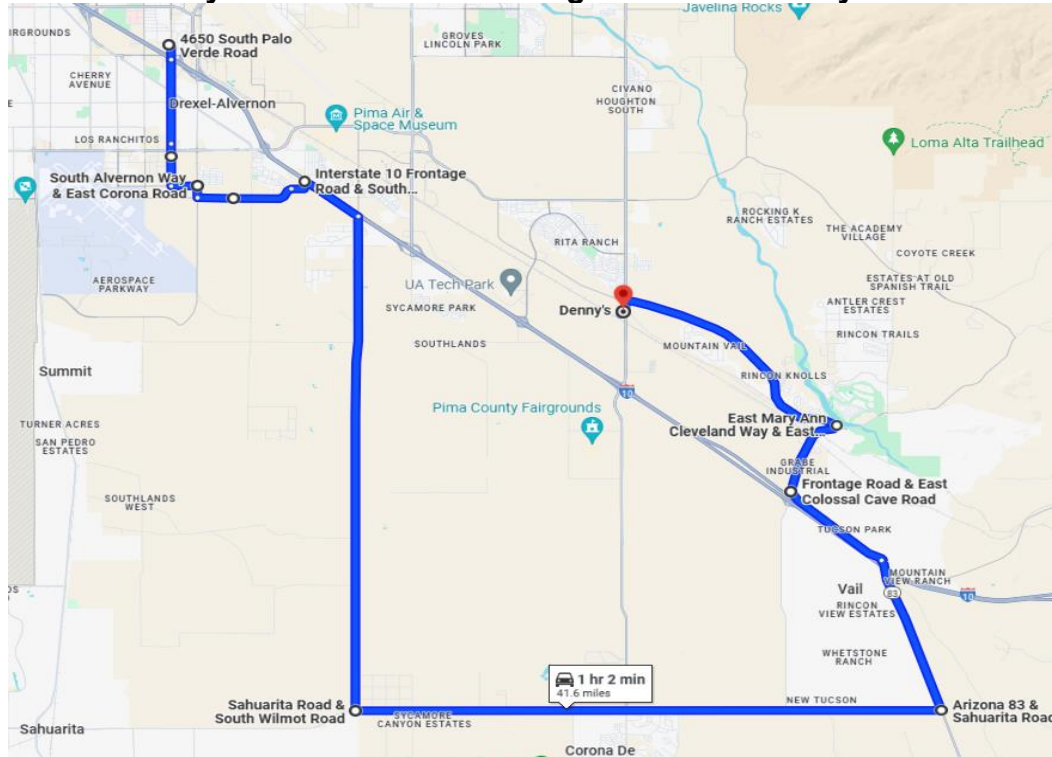
ON THE ROAD (Continued)

BLAT – 20 JUN – Palo Verde Circle K to the Southeast and Denny's on Houghton and Mary Ann Cleveland Rd

It started at 0645 because we all knew we had ample beauty sleep! At least there were eight drivers that felt that way. The weather was comfortable with hoardly a cloud in the sky. The drive was open and straight roads until at the end where there were some tricky but enjoyable turns and curves. Five of us remained for breakfast at Denny's as some had commitments elsewhere. The establishment was not busy, and the menu was good. I cannot speak for the others, but for me it was a toasty run to the barn! The sun was blazing, there was a touch of humidity in the air, and driving including a Jag manufactured prior to the inclusion any firewall insulation greatly assisted by a lack of rubber grommets in the firewall made the drive somewhat torturous. I got to the point where I was pouring drinking water over my legs. And of course, driving and pouring do not mix so much such that upon arriving home my wife thoughts were that the old boy had an "accident".



BLAT JUNE 20, 2024 – 6:45 AM departure from 4650 S. Palo Verde Rd
Breakfast at Denny's at SW corner of Houghton Rd and Mary Ann Cleveland Rd



- Exit south [R] on Palo Verde Rd
- Continue south crossing Valencia Rd
- Go east [L] on Corona St
- Go south [R] on Alvernon Way
- Go east [L] on Los Reales Rd
- Follow Los Reales north, east and north as it becomes Craycroft Rd
- Go east [R] at the signs for I-10 East but STAY RIGHT on the Frontage Rd
- Go south [R] on Wilmot Rd
- Go east [L] on Sahuarita Rd
- Go north [L] on SR83 and continue toward I-10
- At I-10 DO NOT get on I-10 – go [R] and [L] for Benson Hwy west
- Go north [R] on Colossal Cave Rd and follow through Vail
- Go west [L] on Mary Ann Cleveland Way
- Go south [L] on Houghton Rd and watch for the sign for Denny's
- Go RIGHT into the parking lot for Denny's
- And **ENJOY!!!**

2nd DRIVE – 29 June – Off to the Southeast and Back to Triple T

A beautiful overcast morning! Great for a summer drive in Southeast Arizona. I left the house at 0600. Went one mile and the 140 stalled coming up to a Stop sign. Managed to pull over into a bypass. Lifted the bonnet and inspected the engine. Hit the solenoid and turned over but no fire. This has become a new habit with the Jag. The idea is to let her sit for 15 minutes. Then tried and she started. I should have revved her a bit but knew time was short. Died and after another 15 tried again. I was off but my phone indicated an ETA of 0708 at Park Mall. I made it at 0706 but the entourage had departed. Drove like a banshee to Houghton hoping to intercept at Old Spanish Trail. Then there was a loud clicking sound and I noticed the fuel guage died before the turn onto Houghton. Decided to abort and crawl home.

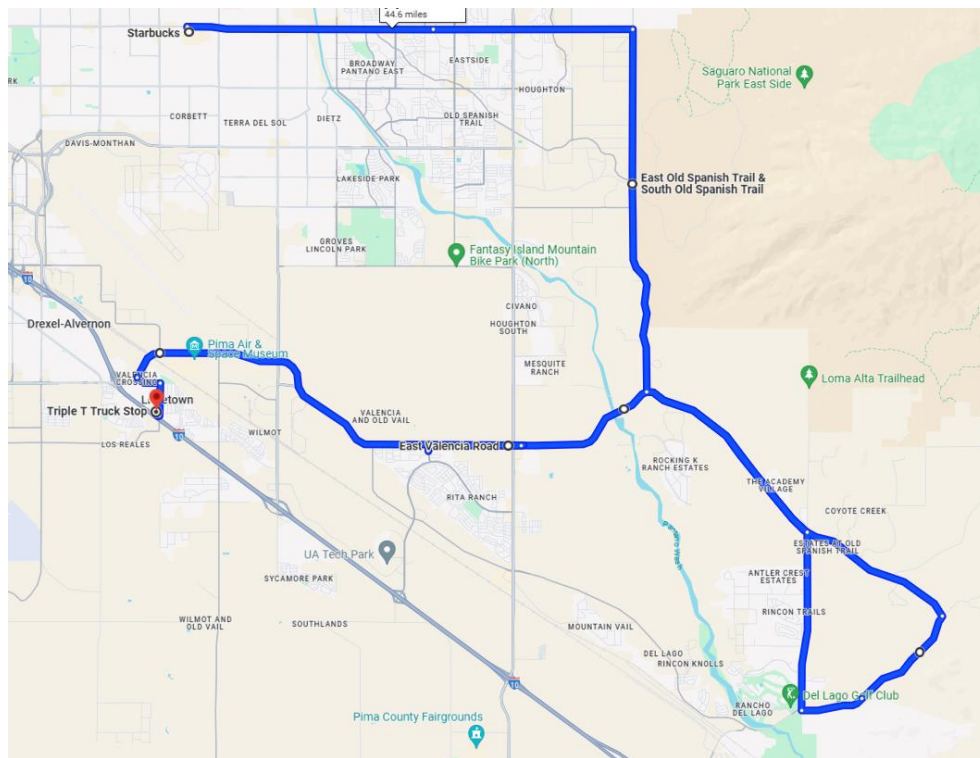
I did receive one photo and it was from Libby. Thank you!

It is a good photo as it shows that it was a great day for a drive. No heat-stroke sun burning one up due to broken cloud cover.



2nd Drive – 29 June (Continued)

SATURDAY DRIVE – June 29, 2024 – 7:00 AM departure from Park Place Mall Loop around the SE side and off to the Triple T Truck Stop for breakfast



- From Park Place Mall, exit east [R] on Broadway Blvd
- Go south [R] on Freeman Rd
- Go east [L] on Old Spanish Trail
- Go east [L] at the light at Valencia Rd to stay on Old Spanish Trail
- Go south [R] on Pistol Hill Rd which turns into Colossal Cave Rd - **watch for 35 mph zone.**
- Go north [R] on Camino Loma Alta
- Go west [L] on Old Spanish Trail
- At light with Valencia Rd STAY STRAIGHT to continue west on Valencia Rd
- Continue west on Valencia for miles, crossing Houghton Rd, Kolb Rd and Wilmot Rd
- Move to the left lane for upcoming LEFT turn after air museum
- Go south [L] on Littletown Rd which heads east
- Go south [R] on Craycroft Rd
- Just before you reach I-10, the Triple T Truck Stop is on the right...
- **ENJOY!!!**

POTPOURRI

By the Editor

WELCOME New Members

We do not have any new members joining us this month.

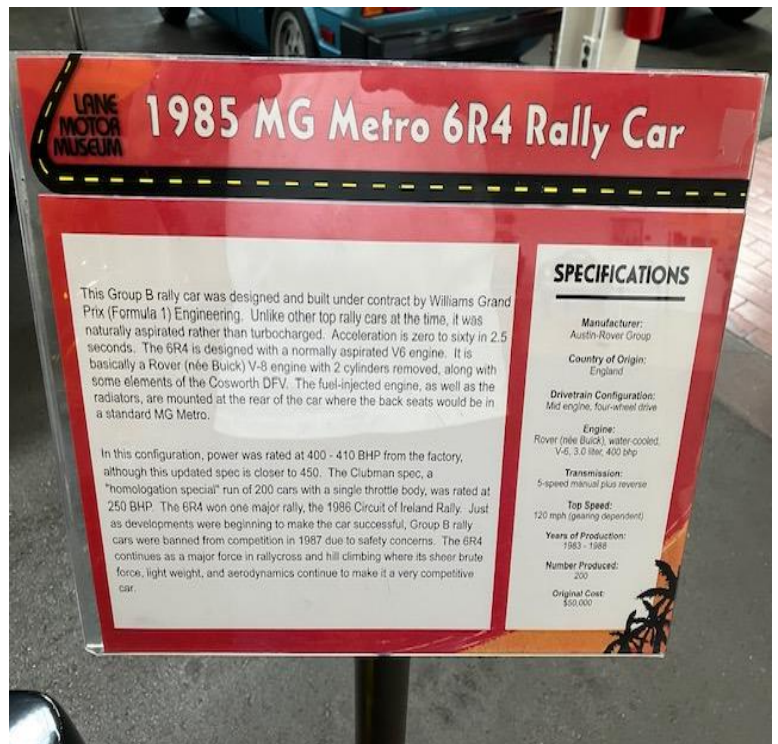
TECH MATTERS

There are some related subjects in *Potpourri – Out of Bounds*

WHAT IS IT?

Before addressing June's specimen, it should be noted that Messer Aubert has been a real champion in responding to the request to identify these vehicles that we post each month. I believe that he is batting 0.500 at this time. There was an email communication issue which we have hopefully corrected. Responses are now to be emailed to the editor at seacocm@gmail.com or seacocminc@aol.com

Thank you, Hernan!



Below is this month's specimen created in past time. Do you know what it is? If so, please respond to seacocm@gmail.com or seacocminc@aol.com



OUT OF BOUNDS

Road Hazards



"Oh my! Someone is driving a British car ahead of me."

Parts and Repairs

By Editor

I put this in the “*Out of Bounds*” section rather than TECH MATTERS of this newsletter as it is not an internal club matter and is purely discussions of a number of commercial establishments and is no way consisting of recommendation or disparaging comments to any party but simply research results and individual experiences. There are some positive comments.

Moss and Rimmer Brothers

Lately there has been some discussions and guessing of what is going on with Moss Motors and Rimmer Bros. If you go to the Moss Motors website there is much praise for the “partnership” between the two firms. Rimmer Bros website mentions nothing of the kind. But there is a long extensive article of their 42 years in the business. In fact, at the end of this historical rambling it states their future unwavering commitment to top-notch service to its loyal customers. Hmmm.

The Moss site does mention Radial, aka Radial Equity, a private equity that focused on investing in “mid-cap” firms. That focus does mention “*in the interest of their stakeholders*”. So, no protection by the SEC as in public entities.

There is a website titled *PE Hub Europe* (a premium intelligence service covering private equity deal making in Europe) indicates that Radial has “pumps capital into” in Moss and Rimmer Bros to form a global specialty supplier of restoration and replacement parts for British cars.

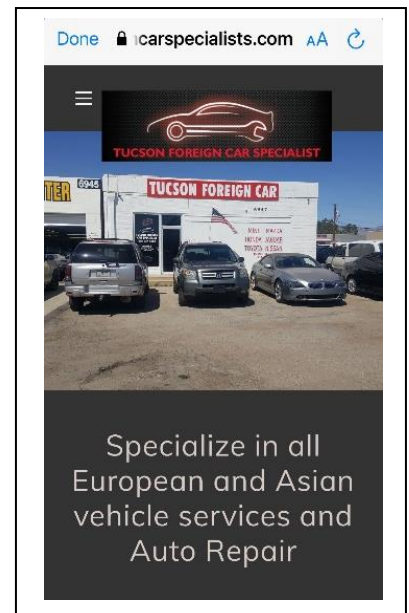
Hopefully, this is no greater than what one views while watching the TV show *Shark Tank*.

For more information, one can check it out on website www.radialequity.com.

Local Talent

One day while in the process of replacing the rearview mirrors on my dually at a firm on 22nd Street, I happened to park in the wrong lot and was immediately approached by an individual who informed me that they only worked on foreign cars, particularly Jaguars. I said, “Well I have two, so when can you start?” It was just a short discussion as they only work on cars later than 1996 (as I recall). Anyway, he pointed out the location where I should have stopped, and which was part of the building he was in but six or seven work bays down from his. As I drove down the avenue passing bays, each one of them had a Jag in it, either being worked on the floor or up on a lift. And there were many more outside waiting.

Those of you in the later class might want to do some investigation.



Not-So-Local Talent

By Dave Bollen

[Editor's Note: Dave has always been a great support to me in my search for parts. I have always been impressed with his knowledge and experience in this matter.]

Recently the English car parts industry have experienced some significant changes. First, we lost Victoria British LTD who definitely had one of the widest selections of British car parts. They became a part of Moss Motors.

In addition, my personal favorite, Roadster Factory, had a fire which appears to have pretty much wiped out everything. (Moss Motors experienced the same event without loss of inventory and recovered.) Lots of classic British cars destroyed along with almost all of their inventory. Truly devastating as the original owner, Charles Runyan, was always so helpful, deeply respected and would not hesitate to recommend someone else if he did not have part or to supply guidance. He would even fabricate a custom part.

All is not lost. In my recent restoration of my 1969 Triumph Spitfire and maintenance of other British cars I found that you must do some research and ask around. I found there are quite a few knowledgeable individuals and have been able to find suppliers of most parts needed. I found that most sellers get their parts from the same supplier. Example of this is that most quality wiring harness are from British Wiring and sold by many of the firms discussed herein. So, in essence, it becomes more a logistics matter and of course the resulting pricing.

In the past thirty-five plus years working on British cars, I find we still have some great resources for parts and technical knowledge including our TBCR members. From Woody at TWS Motors (aka, The Wedge Shop) for all TR8 Wedges and Rover related cars; Nigel at Spitbits for all our Triumph Spitfire owners; SNG Barrett for our Jaguar cars; Rimmer Bros and Moss Motors who tend to have a huge selection of parts and knowledge for most British cars. British Parts Northwest (NW) who supplies parts for a wide range of British cars.

Coming soon, articles on frustration restoration/service knowledge, fun with parts and it's so nice to actually drive our old British Cars.

1. TS Imported Auto (Triumphs and MG parts). Good reputation
<https://tsimportedautomotive.com/>
2. TWS Motors (aka The Wedge Shop - specializes in Wedges TR7 and TR8, plus Land Rover and Rover V-8's). **NO ONE MORE KNOWLEDGEABLE ON WEDGES AND ROVERS THEN WOODY!!** *[Guess who has two wedges – Article about the second one soon]]*
<https://www.thewedgeshop.com/>
3. British Wiring - (Only place I would get a wiring harness). They also do motorcycles.
<https://www.britishwiring.com/>
4. Spitbits (Nigel) Spitfires of course
<https://www.spitbits.com/>

5. British Parts Northwest (Great experience with them!)
<https://bpnorthwest.com/>
6. SNG Barratt (for Jaguar parts and technical knowledge)
<https://www.sngbarratt.com/>
7. Rimmer Bros. (good if ordering lot of parts, expensive shipping from the UK.)
<https://rimmerbros.com/>

I did not include Roadster Factory due to its terrible fire, but they were great. Moss not included for obvious reasons as stated above. The same for Victoria British who were acquired by Moss.