



# REGISTER

March, 2016

Volume 22, Number 3

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Technical tips are for informational purposes only.

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## Drive Time

### Le Tour de Garages Saturday March 26

The annual le Tour de Garages is our big spring event. TBCR tours local "car related" businesses and local collections of all types of vehicles...cars, trucks, trains and sometimes fire trucks!! They don't all have to be British and they can even be projects.

Included as of this newsletter is the installation of an outdoor 4-post lift (including a rather torn-apart project car atop it), a collection of German and British cars and how many of you know what a "Lister" is?

The event begins in the morning (usually around 9:00 AM), possibly after a breakfast on your own near our meeting place (TBD), then a tour of 5-6 places and the event ends at my garage/cars with pizza, cookies (Megan's homemade) and drinks provided by TBCR. Mark your calendar so you don't miss this. Last year lunch was provided to 92 participants. *--Ben Cohen*



### D-M Car Show

Saturday April 16

DM50, a civic group that advocates for Davis-Monthan Air Force Base has sponsored this on-base car show since 1986. This show is for the benefit of D-M airmen and families and DM50 says it sells out every year. TBCR always has a strong showing and will be organizing a drive to the base. Watch for drive details.

The car show entry requires the completion of both an entry form and submission of some personal information to USAF (D-M is a secure base) so be sure to get your entry in early.

The flyer is folded into this newsletter, or available online in the TBCR newsletter page. If you can't find it please contact the editor [tucsonbritish@gmail.com](mailto:tucsonbritish@gmail.com) and I'll send a PDF. *--Editor*

## Drive Time continued

### BLAT to Tombstone                      Wednesday March 2

Big Nose Kate's and other fine establishments await our visit in Tombstone  
Gather at 9:45 AM at the Starbucks at Broadway and Houghton  
The 1.5 hour tour leaves at 10:00 AM.

We will be going south so folks from Green Valley can catch up with us when we turn onto Sahuarita Rd from Wentworth Rd... (It should take us about 30 - 45 minutes to reach this point from our starting point... about 10:30).

From there we will be going to East and then South on Hwy 83, to Hwy 82, to Hwy 80. then we will have lunch around 11:30 - noon at the fine eating establishments in Tombstone. We can look around town for a bit to enjoy the ambiance and be back on the road to Tucson around 1:30 pm or so.

RSVP to let us know how many will be at the lunch stop. RSVP to: [tbctours@aol.com](mailto:tbctours@aol.com)  
Pete Williams is hosting the event each month thru April's tour. Thanks to Ben Cohen for sharing his tour library.  
--Pete Williams

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## From the Prez

The club board of directors held a meeting in February. Items discussed ranged from the club's insurance to "modernizing" how the club communicates and conducts it's finances.

With the evolution of a driving events committee, we will likely be making a few changes to the bylaws involving the structure of the board and formalizing "non-voting" seats. I am also looking at more closely aligning the bylaws with how the club actually conducts its business. The current bylaws and current practice seem to be on divergent courses.

We are looking to move to a "managed email" service, Mail Chimp. We are also investigating the club accepting payment through PayPal and/or Square for events and dues.

Hopefully, these changes will result in a bit less work for the "administration," a more nimble organization and greater convenience for the members.

*Kevin*

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<http://www.tucsonbritish.com>

Featured Photos  
Geo, Pete, Larry and staff.

## On the Road - BLAT

The Febuary 4 BLAT featured lunch at the new First Watch (formerly Good Egg) on the west side. 16 people participated on a cool, but sunny morning. Thanks Pete for organizing and shooting the pictures.





# Valentine's Run

The Second Saturday was a lunch date in February. The run started at Cars & Coffee, took a route through the NW side and ended back at Campbell and Syline. 32 cars and 70 people were counted at Tavolino. Larry Wasielewski kindly provided the pictures from lunch. Highlights from the drive: Ben ran out of gas at the start and the editor ran out of coil at the end, but nobody missed lunch. Thanks Ben for organizing.



**Have You Paid Your 2016 Dues?**

Dues may be paid by sending a check (note "2016 dues" in the memo) for \$35 to:  
Tucson British Car Registry  
PO Box 35748  
Tucson, AZ 85740-5748

*Membership drop date is March 31 so send your dues today!*

**Events Calendar**

Wednesday March 2	BLAT to Tombstone 9:45am Starbucks at Houghton and Broadway (see p.2)
Saturday March 12	2 <sup>nd</sup> Saturday Breakfast Run (TBD)
Saturday, March 26	le Tour des Garages 9:00am – 12:30pm with pizza (see p.1)
Wednesday April 6	BLAT (TBD)
Saturday April 16	D-M 50 Car (see p.1)
<b><i>And every Tuesday:</i></b>	BritCar Café 7:30 – 9:30AM NE corner of Grant & Swan.

## My First LBC **By Ron Furtak**

As a positively cocky immortal young fighter pilot flying twice the speed of sound, one had to maintain the image. A beat up multi colored, that's primer, green and rust, 1954 Dodge sedan as a second car wasn't going to cut it. So, I started looking around for an affordable sporty car. I could find affordable, but not sporty. I could find sporty, but not affordable. I did pass up a pristine 1955 MG TF however because it was a lot more than I was able to afford. Many regrets over the years!!

The efforts in Southeast Asia were growing and fellow pilots were gradually receiving orders to the combat zone. Matter of fact, that's how I came up with the '54 Dodge for \$100.00 a couple of years earlier. Another pilot had received his orders and was having difficulty selling his car, a 1963 MG Midget. After several weeks of no offers and his departure looming, he offered the car at happy hour to anyone in the squadron for a lot less than he had been asking. After a couple of martinis and figuring I could fit in it since he was about an inch taller than me, I said, Bill if you teach me how to get into that little thing I'll buy it! So, out we went glasses in hand and Bill opened the door and slid into the driver's seat. Looked easy! He got out and I executed the same moves and voila, I was in it and fit!! Looked over the door sill and said, Sold! After discussing the swap of cars until he left and I paid for the Midget we swapped keys and off we went. I think this was February 1966 and the price was \$450.00.

This purchase occurred just before my birthday and I drove home with my new possession and asked the wife if she had bought me a birthday present yet. No she said. Great, don't, I just bought one. After peeling her off the ceiling I introduced her to my latest acquisition. A bright red 1963 MG Midget with spoke wheels!!!! And pristine! All I had to do was replace the Plexiglas in the side "windows" and it would look new. That done I started participating in local races and gymkhanas----and WINNING!! A friend had a 1963 Sprite and I consistently beat him and he couldn't understand it. Better driver I responded. At one point we swapped cars, and mine was considerably quicker but we couldn't figure out why. We had many fun trips to the beach in the little red LBC and once got filmed for a tourist commercial one day while returning from the beach.

The Midget served me well, never missing a beat and totally reliable. During Squadron Officers School I tore the cartilage in my left knee during an athletic event. The knee blew up like a balloon and hurt to no end! Couldn't walk on it. Naturally this required crutches initially then eventually a cane. Now, that was a scene, hobbling out to my little red car, sliding the crutches into the right seat then leaning all the way over into the right seat in order to bring my left leg in without bending it!!!! But drive I did! And fly I did!!! Surgery to remove the damaged cartilage followed at my home station along with recuperation and rehab. Then, back to flying, driving and winning!! Another event was coming up and decided to give my little jewel a tune up. So, off to the local very small import parts store for the various parts. Brought them home and---they weren't the same!! Took the newly purchased items and original parts off the car, and back I went to swap them out. No problem. Came back, tuned it and it ran like a clock and ready for the next event! However, when I got to the event and went through the inspection, the same guy that ran the parts store was the inspector. He remembered me and the parts swap, looked the car over carefully and put me in the MODIFIED class!!!! WE then knew why the little red Midget was so fast—it was not a stock Midget. The only competition was a fully modified Bug Eyed Sprite that had just won Daytona or some other significant event in south Florida!!! Whopped me!!!! I challenged him to a speed race on the only four lane road in town ---and won! At least some satisfaction. This became my last speed related sports car event!!

Not too long after the above episode it became my time for Southeast Asia. I had nowhere to store the car and was forced to put it up for sale. After interviewing several prospective buyers I settled on a young man and his father. I thought they would make a good pair to take care of the LBC. Little did I know?



Several months into my SEA tour one of many letters arrived from my wife. This one had some bad news. The highway patrol had visited her asking about the little red LBC. It had been found wrecked off the road in southern Alabama---and it was still registered in my name. They failed to transfer the title! Fortunately I had a bill of sale and there weren't any problems. However the little red MG Midget with wire wheels didn't make it through 1968! Sad!

I have also owned a 1969 blue Triumph Spitfire that I bought in Alexandria, LA, towed to Tucson then back to Montgomery and sold there in 1975 before being transferred to Germany. The 1972 red Spitfire that I bought in 1983 and currently drive is probably the last LBC I will own.

Hopefully, this is the start of a series that will be followed by other experiences of "My First LBC".

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### For Sale: 1979 MGB



Sanda says "I'm regretfully selling my MG. The Rodster told me to be sure to let my fellow Brit Boys know. I think you all know it's due to my health issues. Car is located in Tucson and is under a car cover and parked beneath a car port, gasoline has been treated and car is ready to roll."

She describes the car as:

Rust free, no leaks, doesn't smoke, runs strong at 85mph.

Rostyle wheels with stainless trim rings and MG center caps.

Has a roll bar and a professional power kill switch.

New stereo system with Bluetooth and iPod connection.

Has owner's manual, service records, plus extra MG books.

Car is titled in AZ. Odometer reads 85000 or so.

Has original emission control parts that can be put back on the car.

Seats are tan; conv top is black with a zip out rear window; luggage rack.

**New Price: \$5,000**

Sanda can be contacted at [sanda.obrien@nemoves.com](mailto:sanda.obrien@nemoves.com) (617) 460-2970

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### For Sale: Powder Painting

Complete powder painting outfit. Oven 18"x18"x18", spray gun, paint powder. Used only once.

\$675.00 value. Price: \$400.00.

Can deliver!

Contact Len Wheeler (520) 296-7971

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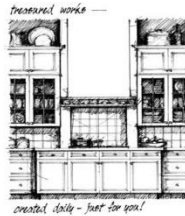


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