



TUCSON BRITISH CAR REGISTER

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DECEMBER

By Ben Cohen

Below is the schedule of upcoming events for
December:

Tuesday Coffee

Every Tuesday – 0700 to 0900+
Starbucks – Corner of Swan Rd & Fort Lowell Road

Dec 6th – Holiday Party
1300 to 1600

1st DRIVE –(Tentative)

Sunday, December 7th – 0730
Watch for Details

BLAT

Thursday, December 18th – 1000

2nd DRIVE

Saturday, December 20th – 0730
Watch for Details

3rd DRIVE - Tentative

Saturday, December 27th – 0730

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Volume 31
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The Articles, opinions, suggestions, and items sale printed in the *Register* are solely those of the authors or offerors and do not reflect the official policy or warranty of TBCR, its officers or members unless noted.

Technical tips are for informational purposes only.

ANNOUNCEMENTS

For January 2026

- Annual Membership Meeting, January 3rd – Details below.
- 1st DRIVE – Saturday, January 17th @ 0730
- BLAT – Thursday, January 22nd @ 1000
- 2nd DRIVE - Saturday, January 31st @ 0730
- SCCS – next article below

Sahuarita Classic Car Show (SCCS)– January 31, 2026

The next car show on the horizon is January 31, 2026, and it is the Sahuarita Classic Car Show that will be held at Quail Creek Veteran's Municipal Park. Registration is \$35.00 on www.carnuts.org and is open until January 18th. We will organize a drive to the show so please watch for details at the first of next year.

Meeting Notices

Post Election Meeting 12/2/2025 - 8:00 AM

We will hold an organizational post-election meeting Tuesday, December 2nd at 8:00 AM inside the Starbucks building. You are welcome to attend. We will be discussing our forthcoming Annual Meeting and other agenda items for that meeting.

Annual Membership Meeting 1/3/2026 – Noon

Our annual TBCR Membership meeting will be at the George Mehls Foothills Park Ramada 3. We suggest gathering at 11:30 AM so members may enjoy their BYO picnic lunches. The meeting should start around Noon and run about 1 to 1.5 hours in length. Each board chair and officer will give brief program remarks. We will conclude the meeting with our annual awards. We welcome members, and family members. Ramada 3 is reserved all day. You may stay at the ramada until the park closes.

Location and park venue for the meeting is Ramada 3. There are three 3 large bench tables, but it is suggested that one bring their own portable chair. The address is 4000 E River Rd, Tucson, AZ. From Fort Lowell Road and the Alvernon / E River Rd stop light turn NORTH. After a short distance and the second traffic light for River Road, turn left into the park. There is a large parking area adjacent to our meeting location. Ramada 3 is just south of the parking area.

November was a busy month.

BWOG, weekly Tuesday Coffee morning at Starbucks, and driving tours for our members were part of the fun. Thanks to Tour Director Ben Cohen for setting up our tours. Thanks to all those members who bring their cars to these events and activities. The variety of cars, the people and the discussion of a broad range of topics at our events are always entertaining.

As the month closes, we will have had our Hot Dog Run with the annual election of TBCR officers. We will report to the members on the Hot Dog Run and election event in early January.

December will also be active with the Dec 2nd post-election and pre annual organizational meeting for the new board members at 8 AM in the Starbucks Tuesday Coffee.

Our TBCR Holiday Party on December 6 at the Tucson Auto Museum on 4825 N Sabino Canyon will start at 1:00 PM and conclude at 4:00 PM. Currently the number of reservations made by members is excellent. On the day of the event, we will not be accepting additional guests as we have to fix the number of attendees on November 29th. This is a special venue, and we are lucky to use the facility.

The museum insists certain things of the attendees:

- *No red drinks*
- *no food in the car display area*
- *drinks in the museum display area must have covers.*
- *Please do not place cups or anything on the show cars.*
- *Please exercise caution when passing by the museum displays (so not to damage any cars).*
- *Any table decorations are not party favors for the guests*

Our TBCR Annual Meeting will take place at George Mehl Foothills park - Ramada No. 3, Saturday January 3rd, 2026. (4000 E River Rd, Tucson at cross streets North Alvernon Way and River Rd.). It is a BYO picnic lunch meeting to start at noon. Our reservation is for the whole day until the park closes.

It is still Thanksgiving time. Thanks to all of you as without **YOU**, we wouldn't be having so much fun!

As always,

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

Cheers, Pete Williams

ON THE ROAD

By Editor

1st Drive – November 01 – 0730 am. Departure from Starbucks on 6630 E Grant Rd and Tanque Verde Rd to open roads south in Green Valley and back to the Triple T Truck Stop Hi-way Café.



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ON THE ROAD (Continued)

By Pete Williams

BWOG 2025 – Saturday, November 1st - British Wheels On the Green (BWOG) was November 1, 2025, but the event for us started on Halloween day, Oct. 31st, we started by traveling to Peoria. On arrival we toured to the Peoria / Glendale area.

Many Attendees were attired in festive Halloween garb. I wore my pumpkin shirt and pumpkin face orange hard hat! We saw others with festive shirts and hats while we toured. The first leg of the tour was from BASHA's on Oracle to Casa Grande Monument. When we got there for our lunch under one of their ramada's the park was locked due to the national shutdown. We visited the local Walmart and had our lunch under their ramada. It was under their raised solar array which stretched over part of their parking lot.

After lunch we proceeded to Phoenix for the 35,000 sq. ft. Hall of Flame Museum. This museum's collection includes fire apparatus from the mid-1700s to the mid-20th century. The equipment includes man - then horse pulled pumper units, hose carriers, and ladder haulers. Later era displays contained gleaming steam pumpers. There were hook and ladder trucks, aerial ladders, rear steering units, rescue units and brush units. Special displays adorned the walls as well. Two hours was insufficient to take in the breadth of the collection. If you are looking for an interesting museum where you can immerse yourself in history, this is just such a place.

We proceeded on to our motel. Dinner was at a local restaurant.

Show day started an hour later than last year. There were 160 cars on the field. The show opened to the public at 10 AM. Awards were presented starting around 3 PM. Presentations were done quicker than prior years. The organizers had two teens deliver awards to participants in the amphitheater rather than winners proceeding to the stage. I was shocked when my name was called for the MGB Rubber Bumper Class 3rd place award. As of this date, the AZ MG Club had not listed winners on their web page. It was difficult to track who had won prizes.

It was a fun, well attended show. Some of our TBCR members arrived as spectators. We had two cars on our tour. The group picture below shows most of the winners. My award is also shown under their show banner. Pictures of the show field pictures are below too.



ON THE ROAD (Continued)



ON THE ROAD (Continued)

Renegade Run – Up the Backside! November 11th.

By Sheryl Ruggles

On Tuesday morning November 11th around 08:45 Peter Williams called. He said that Fritz and some others were going to do this drive at 0900 today. He said there was no email for directions or map on this matter. It was just that Fritz mentioned he wanted to drive up the backside of Mt Lemmon during the Tuesday Coffee the week before, November 4th. He said he had forgotten about it.

After the call I jumped up and gathered a few things for the journey. We were on the road by 9:00, and headed out through Oracle, winding on a dirt road, past Pepper Sauce Canyon, and then up the backside of the mountain. We eventually popped out onto the asphalt road at the Mt Lemmon Fire Station. Eight cars made it to the top. Seven under their own power accompanied by one Packard on a tow strap. Fritz's Packard was towed to the top by a Porsche Cayenne and a 1967 Landcruiser. They took turns towing.

Fritz's wife, Leah, followed up the mountain in a Dodge pickup truck with a flatbed. She was a heroin twice that day. The first time Leah stopped to assist a Volkswagen bus that broke down just outside of Oracle while the rest of us went on up the mountain. The second time was retrieving Fritz, his granddaughter, Gwen, along with her friend, "D" and the Packard.

The Wolesley and Citroen made it to the top under their own power, but not before the guys had to push the Wolesley a couple of times to get it unstuck!

It was a very fun and memorable day! This trip will be legendary to TBCR! Thank you, Fritz.

[Editor's Note: In 2015, We bought our son a 1999 Jeep Wrangler. One day as an adventure we decided to drive our "new" Jeep "up-the-backside" of Mount Lemmon. Even in a lifted Jeep with oversized off-road rubber and modified suspension, it was a harrowing adventure in that vehicle. Then we drove back down, and it was worse. But in an LBC.....?]



The Packard (Rear), the Heroin (left) and the Instigator (right)

ON THE ROAD (Continued)



Prepping for the tow



Studying the tow mechanism.



Still studying the tow mechanism



Ready to tow.



Being towed



The Wolesley pursued by the Citroen at the start.



The Wolesley heading up the mountain and stuck



Kinda stuck again.

ON THE ROAD (Continued)



At the top



Bonnets up!



The bus.



The Citroen



Wandering around



At the top.



The proper vehicle for such an adventure.
Please study it.



Did anyone see this sign? Did anyone read it?
Need a translation?

ON THE ROAD (Continued)

By the Editor

2nd Drive – November 15th, 2025 – 0730 am. Departure from Orange Grove & La Cholla Starbucks to Dove Mountain, then over to Cholla Air Park and to Beyond Bread at Ina Rd & Oracle Rd.



ON THE ROAD (Continued)

By Peter Williams

BLAT November 20, 2025 – 10:00 AM. Departure from Circle K on 4650 S Palo Verde Rd to Patagonia, AZ for lunch.

Traffic delays which blocked roads were cleared by the time we got to Hwy 83. We had 7 members at Velvet Elvis restaurant and two members arrived after we had our lunch and were gathering to leave. It was rainy so the “daily driver” cars were used. There was snow on the peaks to the northwest of Patagonia.

POTPOURRI

By the Editor

WELCOME NEW MEMBERS

There are two “new members this month:
“

Dana Pence and **Ellen West** from Green Valley and driving a 1963 Jaguar MK2, allegedly rusty and terrible, but we all know that no Mark 2 is terrible.

Peter M Smith is rejoining after a year’s sojourn.

Name badges have been ordered, and contact details are in the Directory. Keep a look out and welcome them back to or to the club if you get a chance.

FOR SALE

1957 - MGA 1500 Roadster

Present owner since 1995. Previous owner completely restored the car in 1988 while located in State of Washington which included the following:

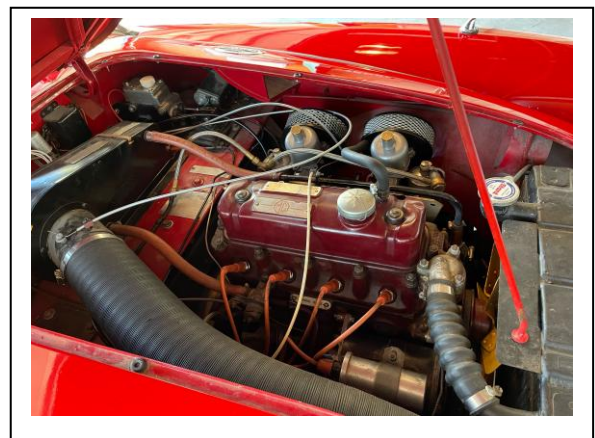
- 1489cc rebuilt engine.
- Red exterior and tan interior trim.
- New aluminum framed side screens and a new canvass tan hood with fitted hood frame.
- Fitted chrome luggage rack and black tonneau cover and electric cooling fan.

The car was fully serviced by Earnie’s British Cars in January 2019 which included:

- rear hub seals replaced
- front and rear brakes overhauled along with new master cylinder and new slave cylinders.
- two new 6-volt batteries
- new engine mounts
- new fuel pump and fuel level sender unit
- SU H4 Carbs have been fully rebuilt
- New ignition components
- New water hoses and fan belt
- Also have various spare parts that come included with the sale

1957 - MGA 1500 Roadster (Continued)

For more information and to schedule an appointment, please contact Ian Henderson by phone (520) 297 5083 or by e-mail at iehenders@aol.com. Asking price is \$19,300 or best offer.



OUT OF BOUNDS

“Buggy Whips” Hiding In Plain Sight

By Pete Williams

In the era before autos horse drawn wagons and buggies were adorned with a small tube vertically fastened to the front floorboard of the wagon where a buggy whip could be conveniently stored. The buggy whip was used to “encourage” the horse or ox to proceed more quickly.

When the first cars were developed there was a joke which went this way: “The small vertical holder on the dash was obsolete technology - They designers had just not gotten around to eliminating it yet. The holder could still be used to hold the buggy whip if the car failed to proceed or as was common to haul the car out of the muddy road ruts with a horse.”

As motorized vehicle development proceeded through the development of cars, trucks, and tractors in the early 1900s, engines were started with hand cranks. Technology enhanced the motoring experience with battery and electric starters. While the electric starter was a big improvement, there were times when the battery was depleted or the starter did not work. Owners retrieved the hand crank from the toolbox, adjusted the spark, the throttle and (later) turned on the ignition switch. The owner would insert the hand crank through the grill / radiator and connect it to the crankshaft. With modest effort one could rotate the crank and engine. If the settings were correct, the engine would quickly start.

I recall early 1920s Fords, Dodges and other cars with hand cranks. As time went on engineers and designers decided a hand crank was no longer necessary. Hand cranks were declared obsolete technology - like buggy whips - and were no longer included in vehicle designs or as necessary vehicle tools. The crankshaft coupling nut design, the radiator, and bumper holes were eliminated.

By the late 1940s designs mostly removed the ability to hand crank the engine. There were a few exceptions (beyond tractors). The Morris Minor (MM 1948-1971) had the properly designed holes in the bumper, body and (probably) radiator allowing hand crank use. Another example was the Daimler limousine (There may be others too.). In the pictures below you will find examples of both of these cars. The Morris Minor shown was a 1959, 27,000 original mile Traveler. The owner’s son demonstrated inserting the crank and he easily started the car. The (restored) Daimler (the 8th to last produced) had a pristine engine crank in the boot (Probably never taken out of the clamps.). The owner stated that when in-line 6 cylinder was replaced by the V8, they needed a larger cooling radiator. The taller radiator removed the crank hole. The lower grill hole was removed and replaced by trim. However, they still included the crank in the boot. So, the car, as delivered, still had its “buggy whip”... er starting crank.

Both cars were shown at the 2025 BWOOG car show. Have you seen or used any of these more modern “buggy whips”?



“Buggy Whips” (Continued)

