



TUCSON BRITISH CAR REGISTER

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FEBRUARY

By Ben Cohen

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

Tuesday Coffee

Every Tuesday – 0700 to 0900+

Starbucks – Corner of Swan Rd & Fort Lowell Road

1ST DRIVE

Saturday, February 1st – 0730

2ND DRIVE

Saturday, February 15th – 0730

SWAP MEET

Saturday, February 22nd – 0900 to Noon +

Details on Page 2

BLAT

February 27th - Watch for Details

Other Upcoming Events:

- **DM50** Car Show – April 12th - Watch for details.
- Les Tour des Garages – Tentatively March 22nd starting at 0900 – Watch for details

Volume 31
Number 02

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- BLAT Jan 22nd

SCVCN Car Show
Jan 25th

Annual BOARD
Meeting Jan 5th

Potpourri

- Welcome New Members
- Tech Matters
- Out of Bounds

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

A REMINDER from the Treasurer

The not-so-great news is that dues are due by the end of this year and are delinquent on **March 31, 2025**. New members from October 2024 forward are paid for 2025. The good news is that dues remain at \$35 per year and include a spouse/significant other in events and activities.

To make this easy on both members and the Treasury Team you have the following options:

1. Go to our web site: tucsonbritish.com. Click on "Shop", then the "Member Renewal" button. There you can pay by PayPal.
2. Send a check made out to and mailed to Tucson British Car Register, P.O. Box 30997, Tucson AZ 85751-0097. Since checks are not always personalized, please include your name on the check.
3. Pay in person by check or cash at the informal Tuesday Coffees. Our Treasurer, Dave Germain, is there on most Tuesdays.

For any option, please send changes in car or contact info, or questions, to Dave Germain at dkgermain6@gmail.com or by a written note.

TBCR SWAP MEET

TBCR Swap Meet at Pete's Place

February 22, 2025

Location:

5401 E. Hawthorne Street, Tucson.

Seller Set up time: 8:30 AM

Attendees: 9:00 AM (End time around Noon or 1 pm)

A yard full of spots to display car parts either concrete or gravel (Bring a tarp in case you're sited on gravel. Not responsible for parts disappearing into the gravel). Places to display parts on a first-come basis.

TBCR Regalia will also be available.

If you have a lot of stuff at home, *rather than load-the-wagon*, just bring copies of your list of parts along with photographs and share with the attendees. Try to list items by category type if you can. You'd really be astonished about the volume of stuff our members have. They've got more stuff than they can reasonably bring. (If you want MGB stuff, Pete has lots of it available for a very reasonable fee... Engine blocks, transmissions, trim, & etc.)

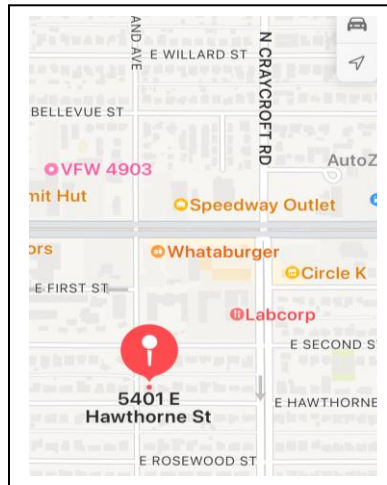
Attendance Cost: NONE... Free space, free admission

This event is held at Pete Williams' Midtown Tucson home on the corner of 5401 E. Hawthorne (and Woodand) Street, Tucson. (Craycroft / Speedway) Enter the back double gate at the back of the property on Woodland - next to the alley. **Please Do not park in the alley**. The backyard is large. Restrooms are in the house.

TBCR SWAP MEET (Continued)

Last year we had many people stop by to enjoy coffee and rolls. Some even purchased a needed part from our swap. Technical information is available from our members - just ask. Bring a folding chair if you want to be seated. There are shady and sunny locations available. Some of the ground is uneven so please Watch your step. Come by and enjoy the conversation. There are many fast-food spots just 1 to 2 blocks away on Speedway Blvd.

If you do not sell it, take it home or I will show the stuff to the alley dumpster as I already have more than enough stuff! No rain date.



THE NEXT CAR SHOW

Message from Chuck Durham:



The 15th Annual DM50 Car Show is rapidly approaching!

When: Saturday, April 12th

Where: Bama Park, Davis-Monthan Air Force Base

We are currently in the process of updating the DM50 website (www.dm50.org) with the details, and to enable you to sign up and pay directly on the website. As always you can also sign up via the Protocol Office on base.

Please let me know if you have any questions, and we're looking forward to seeing everyone on April 12th!

Chuck Durham, DM50
Business Manager
chuckdurham@dm50.org
(520) 349-7302

The Prez Sez

By Peter Williams

Gee whiz, it is February already! It is already getting warmer. We have had some interesting drives and meals at the conclusion of our tours. We are looking forward to three (3) tours a month. Ben Cohen is working hard to make them interesting. We never know what or where we will be going until we get our Tour Director's email. That is meant to engage your spontaneity.

Upcoming Events:

- February 22nd - 3rd Annual Swap-Meet at Pete Williams' garage. Please see the article on Page 2 for more information.
- April 12th - DM50 15th annual show at Bama Park at Davis Monthan. There will be a new signup routine. It's web-based at www.DM50.org where you will be able to sign up and pay. There will be a manual signup at the Protocol Office on the DM Base for those who choose to do so.

We are still trying to work around Comcast's issue of not letting Mail Chimp into their system. There were about 18 members who have been affected by this. We sent those members a request to provide an alternate (non-Comcast) email address or to create a free new one on gmail. We have had some of our 18 members provide an alternate email address and Treasurer Dave Germain has updated the Mail Chimp database. If you are still having issues receiving our email blasts from Mail Chimp, let Pete Williams know ptrwms@gmail.com . Send your updated email address to him.

Our membership continues to grow. However, some current 2024 members still have not paid their 2025 dues. Please go to TucsonBritish.com to renew. Our \$35 dues are a great deal. It's a great deal compared to other car clubs who charge more and do less. We will drop delinquent dues members on 31 March.

We want to extend best wishes and a speedy recovery to Dave Germain and Steve Hosmer. Both are recovering from surgeries.

As always,

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

Pete Williams

ON THE ROAD

By the Editor

1st DRIVE – January 4th – Departing Park Place Mall off to the East then to the South returning toward the North with Breakfast at Triple T.

It was a very chilly... maybe even a frosty, clear day January 4th when we left from the Starbucks at Orange Grove and La Cholla Blvd. We had at least 10 cars - which grew on the way on the tour. The tour went west and north before returning to Beyond Bread at Ina and Oracle for Brunch. The food and sunshine were wonderful. Both warmed us up.



ON THE ROAD (Continued)

2nd DRIVE – January 18th – Starting at Palo Verde Circle K to Sahuarita then west to and north to Sunny Daze restaurant.

By Peter Williams

It was another very chilly tour for our club members. The tour went south from the Palo Verde Circle K to Sahuarita, then north on Mission Road and concluded at Sunny Daze Cafe. We were fortunate to drive north as there were several packs of bicyclists clogging the south lane of Mission Road. Yes, I know we are supposed to share the road but...*it is a two-way street!*

We arrived around at Sunny Daze Cafe just before the lunch-time crowd. The staff quickly put together a table for the sixteen of us. The Brunch was excellent. When we left, there was a line waiting to be seated. The restaurant was soon full!



ON THE ROAD (Continued)

BLAT Tour – January 22ND – Starting at Circle K on Palo Verde heading South to the Longhorn Grill in Amado

By Peter Williams with Photos by David Young and Sheryl Ruggles

We started from the Palo Verde Circle K at 10 AM. When we approached Valencia, the first stop light south of our starting point, we were met by dark traffic signals, and multiple Pima County Deputies directing traffic. That was different. Our next major stop light at Benson Hwy had flashing red signals. Again, there were many Deputies directing traffic. I noted there was a crowd or was it a large pack of Deputies congregated at the SW corner. I did not see that many of their vehicles and wondered if they came in a bus.

By comparison, the rest of the trip to “Long Horns” (Longhorn Grill) in Amado was uneventful. The weather was clear, and the temperature seemed to be mild. We added more Green Valley drivers as we approached Green Valley. Lunch was delicious and we were about the only customers.



SANTA CRUZ VALLEY CAR NUTS SHOW - January 25th in Sahuarita

By Pete Williams

There were two of us who set out from South Palo Verde's Circle K toward the show. When we got to the venue there were several other British cars on the show field. More arrived after a while and before the show was opened to the general public. There were two classes of British cars:

- Class 6 - Pre 1966 with 4 entries
- Class 7 – 1966 to Present with 8 entries

There was a total of approximately 150 cars on the show fields. There were many more trucks and hot rods on the southern field, with original style cars on the northern field which had many vacant spaces.

The day started out chilly and there was a slight breeze. Off in the distance the City of Tucson had a cloud bank, while Sahuarita was mostly sunny. Climbing temperatures and increasing wind speed became prevalent just before lunch. It was a struggle to hold on to lunch items in the strong wind. Our clean cars became dust covered as the morning moved on to the afternoon and the awards ceremony.

The award ceremony and other awards wound through the many classes with each class getting one award. Our two British classes had some interesting results:

- Class 6 winner - 1956 Austin 100-4 - Mike Smith.
- Class 7 winner - 1971 TR6 - Penny Reuter
- Sahuarita Mayor's Choice - 1956 Jaguar XK140 Fixed Head Coupe - John Kidwell
- Best of Show - 1956 Austin 100-4 - Mike Smith.

At the awards ceremony the hosts commented that the show almost had to be cancelled due to some hazardous waste that was improperly applied to the show fields. The City worked diligently to remove all the noxious material and the fields were back in decent shape before the show.

David George, who brought his Wolsey, mentioned he should have brought his bright yellow Bug-Eye Sprite to be with the other two in that class.

Enjoy the pictures!



SANTA CRUZ VALLEY CAR NUTS SHOW (Continued)



TBCR ANNUAL MEETING – 05 January – Brandi Fenton Park

By Pete Williams

The annual meeting was preceded by attending members enjoying their picnic lunches.

Just after noon President Pete Williams started the annual meeting. He reported that there was a quorum. Minutes from 2023 were approved. Next, President Pete reviewed the year's events, and the results of the election meeting results held at the annual Hot Dog Run. All current elected board members were re-elected. He also reviewed the Holiday Party results at the Culinary Drop Out. While it was fun, it was felt we should move on to another centralized venue for 2025. Ed Smith has volunteered again to chair the event. Pete also thanked the current elected and appointed board members for their continued good work. Treasurer Dave Germain is looking for a replacement for the coming year.

The Officers gave updates and status reports of their respective activities.

- Dave Germain gave The Treasurer's report. There was a motion to accept the report as presented (approved). Our membership at the time of this meeting swelled to 169 with 102 members having paid. Since the meeting we have gained more paid members. Dave stated that delinquent dues not paid by March 31 will be deleted from the club roster. Please pay your dues!
- TBCR donated \$200 to Gospel Rescue Mission.

- Secretary Report - The roster will be published and emailed soon. Marc Koenig cautioned that we do not share these rosters outside of club members due to SCAM issues and the Directory contains sensitive information.
- Tour Director – (Pete for Ben Cohen) - Continue 2 tours (1st & 3rd Saturdays) and 1 BLAT each month. He is looking to organize a Garage tour in one section of town to minimize travel. The Summer events - Gelato & Phantom Car Show will be scheduled. Ben would like to have destination eating suggestions.
- Other officers gave very brief reports.

Awards presentation:

- The Founder’s award was presented by Tim O’Keefe. This award has been a continuing annual tradition dating back to the predecessor MGT Club in 1967. The winner for 2024 is **Karl Rettenmaier**.
-
- The Anton Westgard award was not presented.

The meeting adjourned at 12:40 PM



POTPOURRI

By the Editor

WELCOME New Members

We have four (4) new parties that have joined during January:

Bill Patton from south of Downtown Tucson and driving a 2024 Triumph Scrambler

Andrew Muller from the Vista Del Monte area and within close walking distance to the Tuesday Coffee at Starbucks. He drives a 1959 Austin Healy Sprite adorned in red primer and pushes an Austin Healy Sprite Green nuevo rust.

Mark and Sonya Warner from on top of the Tucson Mountain Range. We will pick them up on Gates pass along our tours in that area. They drive a 1959, Austin Healey Bugeye Sprite, currently Primer Gray and a Restomod

Charles (J.C.) and Bannie Davis from the Catalina Foothills and driving a green 2009 Aston Marton DB9.

On a sad note, **Richard Skillman** will not be renewing his membership due to health reasons.

Nametags have been ordered, MailChip entered, and the directory updated. Please keep a look out for them at an event and welcome them to the club. The number of TBCR members is 170 with ONLY 106 having paid their dues for 2025.

TECHNICAL MATTERS

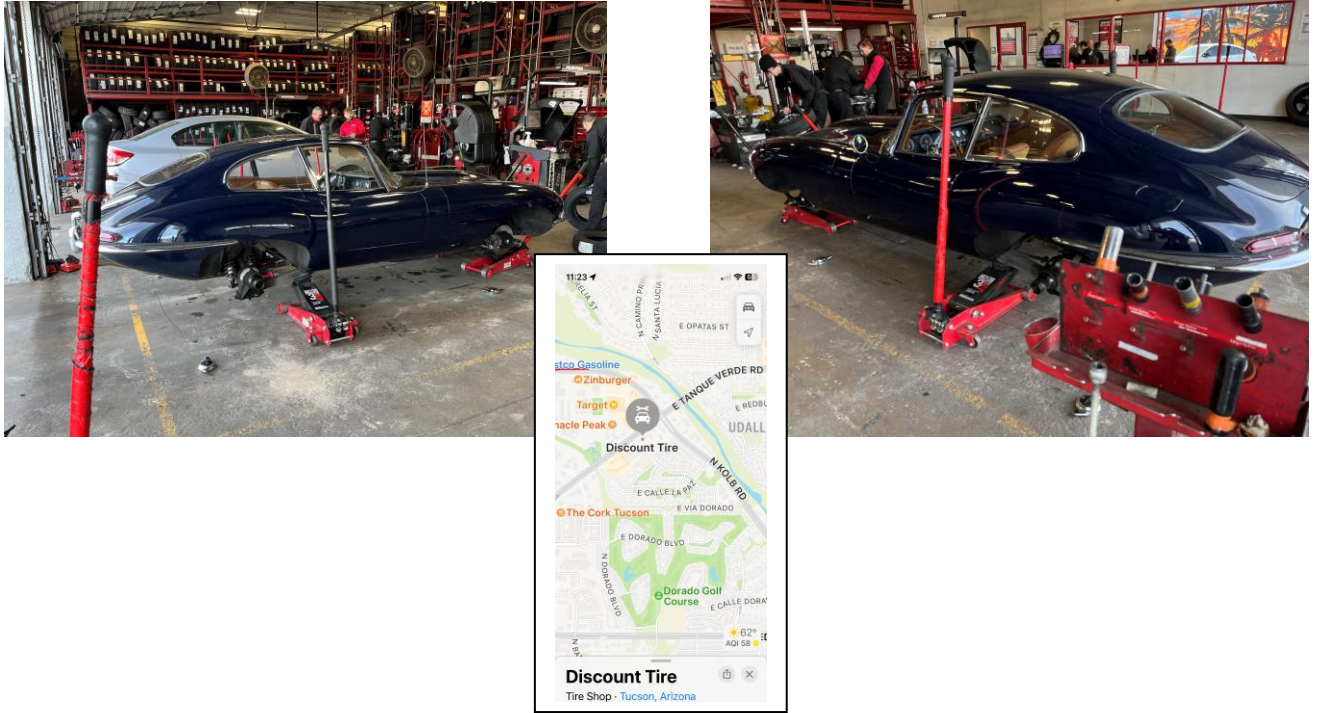
TOLLE'S FOLLYS

By John Tolle

As things “progress” in our wonderful world of British, German, Italian, French, and other special vehicles it is challenging to find someone to change tires on real wheels – ones with wires and lone center hubs along with inner tubes. Recently, I bit the bullet and got eight new tires for my blue and green E-Types. The great news is that Discount Tires on Tanque Verde can do this!

I can only speak for the store on Tanque Verde and talk to/set it up with Jake, the Manager at this location. I spoke for quite a while with him and went through all their procedures with him, which he knew perfectly. They did a great job, perfect quality and timely in all ways. This included knowing how to use baby powder for the tubes and inner bands for the wire spokes. Plus, I got the best tires in my opinion available. They are the Vredestein Sprint Classic from Tire Rack (now owned by Discount Tires for those that did not know it) with 2-year road hazard warranty. And there was more! They have tubes! And they balanced the wire wheels! Surprisingly, they torqued the wheels!!! In fact, Jake brought in his own personal torque wrench to use with my *Super-Duper* new knock off spinner kit. Whoever heard of having torqued wires instead of three good whacks with a mallet. That is pretty sweet.

And I guess it was truly the time to replace my ten- year-old and fourteen-year-old tires even though the treads were like new and still with some dimples. 😊



I could not be more satisfied with their service and assistance in all ways. It is so nice to get great service, and one that should be recognized.

WHAT IS IT?



**Billy Joel & Jay Leno Drive A 1962
Jaguar Mark II**

Anything strange in this photo?

If so, please respond what and why to:

seacocm@gmail.com,

or

seacocminc@aol.com.

OUT OF BOUNDS

TUESDAY COFFEE GALA

There is always something new or unusual at the Tuesday Coffees. And when you think it is a normal and peaceful Tuesday, there is an eye-catching event.

THREE GENERATIONS



BIO

FINALLY! A Bio from a TBCR member. Thank you!

A LIFE WITH BRITISH CARS

Below is a Bio provided by Mike Hornisher. He and his wife Mary joined TBCR in July 2023. At Last year's Tucson Classic Car Show, I had the opportunity to meet them and spend a moment speaking with them. Mike recently sent me a short Bio on his life with British cars.

Mike & Mary Hornisher



In 1969 the first "The Italian Job" movie was released in the United States. Michael Caine, Noel Coward and Benny Hill were the featured actors, but the real stars of the movie were the cars.

A LIFE WITH BRITISH CARS (Continued)

The very first scenes opened with a Lamborghini Miura being pushed over a cliff killing the Michael Caine character's friend. The balance of the movie is how the British gang, headed by Caine, gets its revenge by stealing a four-million-dollar cache of gold bullion from the bad guys while it is in transit

in Turin, Italy. And the getaway cars for this heist? Just three Mini Cooper S MK2. No matter what, the gold at that time would have weighed 7,100 pounds, one and one half times the total weight of the three Minis themselves. The little red, white and blue Minis could do the job in the skillful hands of their British drivers.

Not much has changed on the Mini from then until its production was shut down in 2000 by its newest owner, BMW. While some "concessions toward modernity" were made along the 41 years of production, no real effort was made to bring the Mini to the United States until 2001 and then only after a major redesign by BMW. It is no wonder then that as a kid in high school and after seeing the movie, I had to resort to other British cars to satisfy my Mini Cooper itch.

The first car that I bought was an MGA. Much like the Mini it was a four-cylinder four speed sports car with limited capabilities. Not even a radio. It even had two six-volt batteries wired up in series to get to twelve volts. The MGA was soon replaced with an MGB. Still a four-cylinder four speed but at least it had only one twelve-volt battery and a factory installed AM radio. A full re-upholstery job was in order as was a valve job and the fitting of a Weber carb in place of the two SU carbs that never seemed to run quite right.



The MGB gave way to a Mazda RX2 from a bank auction, several VWs (both bugs and Camper vans) a Porsche or two and an assortment of BMWs. It wasn't until I retired that I was able to return to my high school dream cars, the Shelby Cobra and yes the Mini Cooper. The return was not an easy one, however. A "real" Shelby Cobra was more than a Million dollars at the time, so I had to settle on building a Factory Five replica Cobra with my son. A year later and with about two-thousand-man hours between us and I finally had a Cobra. I drove the Cobra for about six years before selling it at a substantial profit.

A LIFE WITH BRITISH CARS (Continued)



Locating a Mini in good condition (i.e. no rust) was no less time-consuming. Local, regional and even national sources produced few real prospects. Turning to European sources greatly increased the number of Minis on offer but that was offset by the total uncertainty of making a purchase abroad from Individual sellers, and with no local broker to assist with money and title exchanges. It seemed more like a Craig's List environment and certainly not a Barrett-Jackson or BAT type of marketplace. As always, IT was Buyer Beware.

Perhaps it was because of my many searches online for a Mini that Google's algorithms sent me a YouTube video which featured the extensive Japanese car culture surrounding the Mini. Not only do the Japanese have a lot of the Minis they have also developed an aftermarket accessory industry as well as secondary manufacturing sources for many new old stock (NOS) items.

The YouTube video in turn led me to JapanCarDirect.com a broker, who for a fee will act as your broker or agent to purchase at an auction or from the Japanese used car market. As broker they then see to local and marine transport, insurance and all the paperwork required to export a 25-year-old car from Japan. A US broker can also be hired to complete and submit the import paperwork. While you can do all the paperwork and make all the transport arrangements yourself be aware that errors in filings can lead not only to delays but can end with a forfeiture of the car if all filings are not done correctly.

So, was the entire process worth it? To take a line from the Italian Job movie and after one of his British crew uses way too many explosives on a test of a gold transport truck blowing it to bits, Caine's character says, "You were supposed to only blow the bloody doors off."

It was a lot easier than I thought it would be, and I didn't even blow the bloody doors off.