



TUCSON BRITISH CAR REGISTER

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Technical tips are for informational purposes only.

SEPTEMBER

By Ben Cohen

Below is the schedule of upcoming events for September:

Tuesday Coffee

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

1st DRIVE

Saturday, September 6th – 0700
Starbucks at NE Corner of Wetmore & 1st Ave for North & Northwest side

BLAT

Cancelled from August and September

2nd DRIVE

Saturday, September 20th – 0700
Watch for Details

Due to exceptionally hot weather and waning interest, the BLAT events have been cancelled for the month of September and will remain so until further notice.

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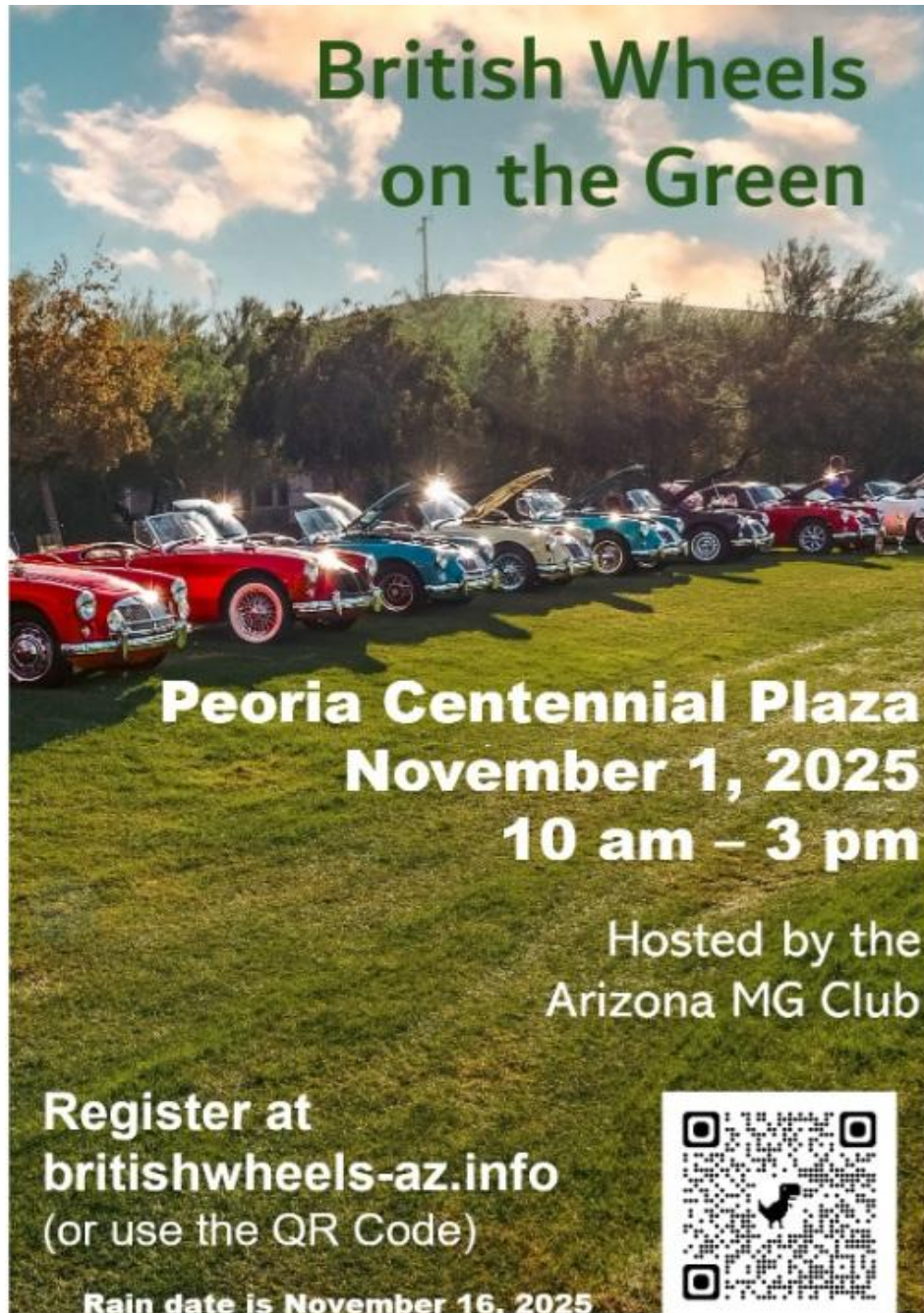
TBCR Website
<http://www.tucsonbritish.com>

ANNOUNCEMENTS

CAR SHOWS

BRITISH WHEELS ON THE GREEN

REGISTRATION IS OPEN

A promotional poster for a car show. The background is a photograph of several classic British cars, including MGs, parked on a grassy field with trees and a hill in the background under a blue sky with clouds. The text is overlaid on the image.

**British Wheels
on the Green**

**Peoria Centennial Plaza
November 1, 2025
10 am – 3 pm**

Hosted by the
Arizona MG Club

Register at
britishwheels-az.info
(or use the QR Code)

Rain date is November 16, 2025



The Prez Sez

By Tim O'Keefe

On Sunday afternoon, August 24, our club gathered at Frost Gelato on Tanque Verde Road, and the turnout was nothing short of fantastic. It was a warm Tucson day, but the promise of real Italian gelato - homemade right there at Frost - was enough to bring out a crowd of members and their spouses. The club treated everyone to a two-scoop delight, and judging by the smiles and empty cups, nobody went home disappointed.





A special thanks goes to Ben Cohen, who coordinated with Frost and arranged the outing. His efforts made the event seamless and enjoyable for everyone.

One highlight of the afternoon was seeing one of our new members, Paul Tynan, arrive in his mostly hand-built Locost Seven kit car. For many of us, this was the first time watching Paul take it out on real roads, and it was clear his creation is something special. The car is barely street legal, but it's truly a rolling work of art and ingenuity. Even more impressive is Paul's approach to building the body - his 3D-printing of it in 21-inch sections, then carefully gluing each piece together like a massive puzzle. It's a fascinating project, and we look forward to watching it evolve over time.



Between the gelato, the cars, and the company, it was a perfect way to spend a Sunday afternoon. Thanks again to Frost Gelato, to Ben for making it happen, and to all of you who came out to make the event such a success.

May the road rise to meet you,
may the wind be always at your back.
May your journeys be safe, your tires true,
and your tank never empty.

Tim

ON THE ROAD

2ND DRIVE – August 16th at 0700 – Starting at Park Place Mall heading south to Colossal Cave Road for a roller-coaster ride returning north for breakfast at a new restaurant, Plazita Café.

A good turnout with eleven cars showing up for the drive and breakfast.



POTPOURRI

By the Editor

WELCOME NEW MEMBERS

There is one new member this month:

Blair Miller is from the Casa Adobes area and drives a red beauty of a TR4 as seen in last month's FOR SALE article. And apparently, he has a buyer. Rumor has it that he will become a buyer in the future.

Aleeta & Milton Schick are also from the Casa Adobes area and drives a bronze/gold 2016 Land Rover LR4

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

WILLIAMS IN WEST BEND, WI

By Pete Williams

I visited a car show in West Bend, WI on Sunday, August 31st. Most of the cars displayed were USA production. There were about 4 other British cars along with the one in the picture below. It is a nicely restored 1948 Jaguar. It was a special-order car with a division window at the rear of the front seat. It had a 2.5 L 6 engine, and it had mechanical brakes. It was last on the road in 1975. There was also a sunroof.

The parking spots and crowds were tight so pictures were difficult as one can see.

When was the last time anyone saw one of these?



WILLIAMS IN WEST BEND, WI (Continued)



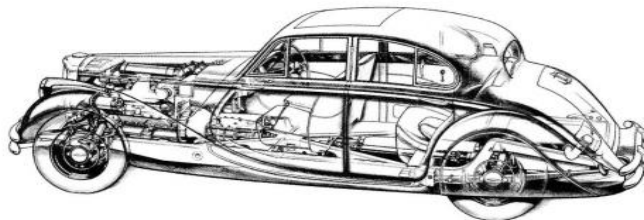
A new interior layout for the dashboard and a return of pleats to the seating.



These postwar Jaguars later became unofficially known as Mark IVs. This is the 3.5-liter model with the longer bonnet.

The excellent SS Jaguar 100 never returned to production. It was not considered viable in light of resources needed to expand saloon production to meet demand.

In this immediate postwar period, amid myriad detail changes, the biggest single change, other than the adoption of Jaguar as the brand name, was in pricing. The cost of rare materials and inflation hit the UK motor industry hard. For example, an SS Jaguar saloon that would have cost £400 before the war, now cost nearly £1,000 (if you could even find one in the UK!). Priority was given to overseas sales, so the British home market didn't see many of the early postwar models.



The 1948 Mark V was more new than old, but still very traditional. Jaguar's new chassis was mated to a facelifted prewar-styled body with smoother lines and a new interior.

311 examples in 1949, closing out the development of those cars. However successful these cars had been (total production of SS Jaguar and postwar

production, but another vital element—the exciting new body—was not.

Independent front suspension (IFS) was still a rarity on production cars at

I think this is (unofficially) a Mark IV. Not sure if it has the 1.75 or 3.5 litre engine.