



TUCSON BRITISH CAR REGISTER

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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.

MARCH

By Ben Cohen

Below is the schedule of upcoming events for March:

Tuesday Coffee

Every Tuesday – 0700 to 0900+

Starbucks – Corner of Swan Rd & Fort Lowell Road

1ST DRIVE

Saturday, March 1st – 0730

2nd DRIVE

Saturday, March 15th – 0730

BLAT

Watch for Details

Other Upcoming Events:

- **DM50** Car Show – April 12th - Watch for details.
- Les Tour des Garages – Tentatively April 19th
- Southern Arizona Jaguar Club Concours d'Elegance – April 5th at La Encantada

TBCR

Board of Directors

PRESIDENT

Pete Williams
ptrwms@gmail.com

VICE PRESIDENT

Tim O'Keefe
okeefe.timothy@gmail.com

SECRETARY

Marc Koenig
MKo7144769@aol.com

TREASURER

Dave Germain
dkgermain@aol.com

DRIVING EVENTS

Ben Cohen
rct2bnc@aol.com

REGALIA

Libbie Gabriel
chrusos@aol.com

NEWSLETTER

Steve & Nancy Hosmer
seacocm@gmail.com
nqhosmer@gmail.com

WEBSITE

Harold Beekhuizen
gusbeekhuizen8@gmail.com

TBCR Mail Address
(Including Regalia Orders)

Tucson British Car Register
P.O. Box 30997
Tucson, AZ 85751-0997

TBCR Website

<http://www.tucsonbritish.com>

ANNOUNCEMENTS

LAST 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.

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.

THE NEXT CAR SHOW



The 15th Annual DM50 Car Show is rapidly approaching!

When: Saturday, April 12th

Where: Bama Park, Davis-Monthan Air Force Base

JCSA Concours d'Elegance

For the Jag owners:



The Jaguar Club of Southern Arizona

**51st Concours d'Elegance
April 5, 2025**

Registration is now open for the 2025 JCSA Concours

<https://jcsaz.com/concours-registration/>

The Jaguar Club of Southern Arizona's 51st Concours d'Elegance will take place on Saturday, April 5, 2025, at La Encantada Shopping Plaza in Tucson. The registration form and events schedule are on our website at <https://jcsaz.com/concours-registration/>. Note that registration closes on March 28.

The Prez Sez

By Peter Williams

It's true that our club has a particular focus - British Cars. Our members are a source of deep information on these cars. They are willing to share and assist with your quest to work on your car. If they don't have an answer, usually they know a member or service who might be helpful.

Our activities usually involve multiple tours per month. I've found that adventure is just around the next corner or hill. Usually the tours are fun, they can be exciting, and the participants finish the tour. When tour car failures happen, our members usually stop to help resolve your issue. Recently this happened on a return tour from Florence. (See the article and pictures.) A big thanks to those who helped!

This month we will continue our three tour per month program. Usually, the tour ends with a restaurant option for the participants. Sometimes, members who cannot make the starting point meet us either on the tour or at joint meal destination. Watch your inbox for Ben Cohen's tour emails.

What are the TBCR membership requirements? Own a British vehicle. Aspire to own a British car.

Working on a project car? If your vehicle is out of service, bring whatever vehicle is operating. We don't restrict our membership to autos. We've had British trucks, British buses and other things come to our Tuesday morning Starbucks gathering. Paying for membership is easy and relatively inexpensive. The \$35 membership fee may be made by credit card paid online, by check or we even accept cash! Enter <https://www.tucsonbritish.com> then go to the Membership tab. Sadly, those who do not pay our membership fee will be removed from our mailing list at the end of each March. We really hate to lose members. So, please pay your dues NOW!

Thanks to those who have already done this!

As always,

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

Pete Williams

ON THE ROAD

1st DRIVE – February 1st – 7:30 AM departing Starbucks Park Place Mall for a Southeast tour and breakfast at La Herradura Restaurant at 9165 Tanque Verde Rd.

By the Peter Williams

Our Saturday, February 1st, tour started out with a brilliantly hued sky dawn with pink clouds shifting to yellow clouds at the Park Place Mall. Our tour routed us south to Sahuarita Road. Then we turned north to the excellent La Herradura Restaurant at the NE corner of Tanque Verde and Catalina Hwy. Additional club members joined our tour along the way. Twenty of us enjoyed the brunch and conversations.



ON THE ROAD (Continued)
1st DRIVE – February 1st



ON THE ROAD (Continued)
1st DRIVE – February 1st



ON THE ROAD (Continued)
1st DRIVE – February 1st



ON THE ROAD (Continued)
1st DRIVE – February 1st



ON THE ROAD (Continued)

2nd DRIVE – February 15th – 7:30 AM departure from Circle K 4650 S. Palo Verde Rd FOR A Westside drive through saguaro cacti, Gates Pass and breakfast at Old Time Kafé

By Peter Williams

Our 10 cars departed from the Palo Verde Circle K at 7:30 AM. Our first turn was onto western Irvington Rd. After many stop lights, we turned north onto Kinney Road. A right turn at Gates Pass Road allowed us to crest the pass. A quick turn north on Camion de Oeste. Led to a fun hilly and serpentine road experience. We wound back toward Tucson. Eventually we turned east on Prince Road. Our destination restaurant, Old Time Kafe, was firmly locked. ***Drat!***

Peter and Sheryl Ruggles quickly suggested an alternate restaurant just a few blocks to the east. The food at Cappy's Breakfast Cafe at 917 W Prince was crowded and tight. Fortunately, we found different tables and booths to accommodate us for our cash only brunch. The food was quick and very good. We were lucky to find a restaurant so quickly.



ON THE ROAD (Continued)

SWAP MEET – February 22nd at the Williams residence.

By Peter Williams

It takes several days of cleaning and organizing followed by a very early morning doughnut run.

Coffee and rolls were ready when the first pulse of participants arrived. John Reynolds and Karl Rettenmaier arrived just before the 8:30 AM opening time. More members arrived soon and the event was quickly underway. Libbie Gabriel had a Regalia display too. There were plenty of members who enjoyed perusing the items on offer. John Reynolds moved a lot of his items on to new owners.

The quantity of coffee and rolls was just right. There were interesting conversations and discussions by all who attended. It was fun!



ON THE ROAD (Continued)
SWAP MEET



ON THE ROAD (Continued)
SWAP MEET



ON THE ROAD (Continued)

SWAP MEET



BLAT Tour – February 27th – 10:00 AM departure from La Chola & Orange Grove Starbucks to Florence for Lunch at Mt. Athos Restaurant on AZ-79.

By Peter Williams

February BLAT Lunchtime Tour, Part One

Our intrepid BLAT participants left the Orange Grove / La Cholla Starbucks at 10 AM. The tour was interesting due to the real detours and some of the group missed the directions and toured other routes. A last-minute road blockage on Highway 287 caused a several-mile detour. Nevertheless, we all ended up at the Mt. Athos Greek restaurant on Highway 79 and Ruggles Street in Florence. Our 17 tourists were seated in several different booths. The food was plentiful and delicious.

Peter and Sheryl Ruggles had to get a picture of the Ruggles Street sign before they came into the restaurant.

This was the going away party for Richard and Rosie Reeves who will be returning to the UK February 28th. We wished them a safe journey.

ON THE ROAD (Continued)
BLAT Tour



ON THE ROAD (Continued)

BLAT Tour Part 2 - The Breakdown

One of the benefits of driving in a group of venerable (old) cars is when one fails to proceed for one reason or another, other drivers are close by to assist.

Peter and Sheryl Ruggles, after enjoying a very nice Greek luncheon at Mt Athos Restaurant in Florence had an issue at the Tom Mix area of highway 79. As Peter stated to me later, "We're fine. The car overheated, but Rosie and Richard (Reeves) had a gallon of water (which was used to replenish the cooling system) and we drove slower to Karl's (Rettenmaier) house where we got more water. My temperature gauge stopped working, but I don't know why. It might be as simple as a thermostat."

As the pictures show, the TBCR support team was in full force. I suppose carrying a full gallon of coolant and a roll of gorilla tape would be a good idea too. Thanks to Rosie and Richard Reeves for the water and Karl for more water.

It sounds like the TR3 will soon be repaired and proceeding to another TBCR tour.

Thanks to Rosie Reeves for the pictures.



ON THE ROAD (Continued)

BLAT Tour Part 2



“And I could have had another spanakopita”



POTPOURRI

By the Editor

WELCOME New Members

We have two new (2) new parties that have joined during February:

- **Nigel & Lisa Peacock** from Marana driving a red 1958 MGA in good condition

Sadly, a former member of MG-T Register and founding member of TBCR, Barbra Nelson, passed on February 10th. Her husband, Bernie, who drove a 1947 MG-TC had passed 12 years. This information came about in discussions with their son, Gavin, who is looking to sell his father's car and reached out for help. The ad for this 1947 MG-TC is below. So, there is the opportunity one of you to keep the car in the Club!

TECHNICAL MATTERS

Gimme a Brake - Updating Rear MGB Brakes - for the Novice

By Pete Williams

As my MGB GT project moves along, it was time to investigate how the brakes were functioning to stop the car. The answer was they were full of sludge, petrified rubber parts, worn out brake linings and rusty springs that had questionable tensile strength. I couldn't rely on them at all to stop the car.

The so-innocent brake drums hid an array of parts which normally remain out of view to the casual observer. Digging deeper into the system involved removing the brake drums down to the backing plates. It's always prudent to do one side at a time while using the other side as a template, assuming it is a good example and correctly installed. This is a good idea.

Each side has two shoes with linings, one adjuster at the top (two bolts on the back side), one wheel cylinder, three springs, a hand brake lever, one hand brake lever boot, two brake shoe retaining springs with caps and pins, one wheel cylinder retaining circlip, two drum retaining screws and four wheel studs. If you want to really take everything apart, you can also remove the 4 backing plate bolts to remove the backing plate. This last step isn't always needed.

Removal includes attacking the items in the prior paragraph. The most difficult parts to remove are the springs and the big circlip. Of course, the springs are under tension, so you need the correct tools to extract them from each part where they are secured. Vice grips, screw drivers, pry bars and your pulling strength with a certain flair for expletives are helpful. The circlip on the back of the wheel cylinder - on the outside of the backing plate - is annoying to remove if you have not dismantled the backing plate from the axle. Replacing it is even more fiddly and very annoying.

The brake shoe retaining springs and clips are also frustrating to work on. Taking them off is simple - push in and rotate until the pin lines up with the slot. Reinstalling them is a genuine pain. The darn things which seemed so easy to remove are fiddly to install.

The hand brake lever is fairly easy to remove and install. The dust cover boot (torn and petrified in my case) is annoying to place onto the 4 bent tabs. Inserting the lever through the dust cover can be assisted by a slight application of Vaseline to the boot opening. Remember to reinstall the parking brake clevis pin with a cotter pin to the parking brake lever and cable assembly.

Now that all the bits have been renewed and positioned to the backing plate, it is time to install the brake drum. In my case one side was easy. The other side simply refused to slide in place. I set aside the drum and reviewed the various alignment points. The brake shoes seemed to be secure, but something was still not quite right. The vertical alignment of the ends of each respective shoe to the top adjuster and the bottom cylinder have to match exactly. They were not positioned correctly. In my case, the left shoe was too low compared to the right shoe. A gentle rubber mallet tap (up) on the left shoe positioned the shoes correctly so the drum could easily slide in place. Finally, two Phillips head screws secured the drum to the axle assembly.

I would stress that not tearing both sides apart at the same time is important. Using the assembled example was important to ensure the correct placement of everything. When one is complete, you also have the completed side as a template for reference while working on the unfinished side.

The hand brake cable was replaced because it was frozen / rusted in place. The hydraulic lines were disassembled, filled and cleaned with alcohol being forced through them with a compressed air chaser.

After the wheels are replaced, you will have to use the manual adjuster (top and back side of the backing plate) to properly gap the brake shoes to the drum. The measure of a proper adjustment is to gently rotate the alignment pin with a wrench until the wheel stops, then back it off until the wheel rotates with a little resistance.

Rear brakes are often ignored and usually are worn down at a slower rate than the front calipers. Each side was a half day of work for a novice. Renewing the front brake calipers is another story.

I want to thank Jeff Simpson for his contribution of brake parts to the project.



FOR SALE

This is likely the heavy load of sales that we have had. There are three vehicles and an assortment of tools by one of the vehicle owners.

1947 MG TC

Not sure if anyone at the TCBR recalls my father, Beauregard Ernest ("Ernie") Nelson. I am his son, Gavin Nelson. I have memories of him being somewhat active in the various car clubs in Tucson over the years. I am not sure whether he was a member of TBCR or not.

Ernie passed away over 12 years ago leaving my mother (Barbara) in my care. For years his workshop has remained a mausoleum of sorts, my mother didn't want to touch anything.

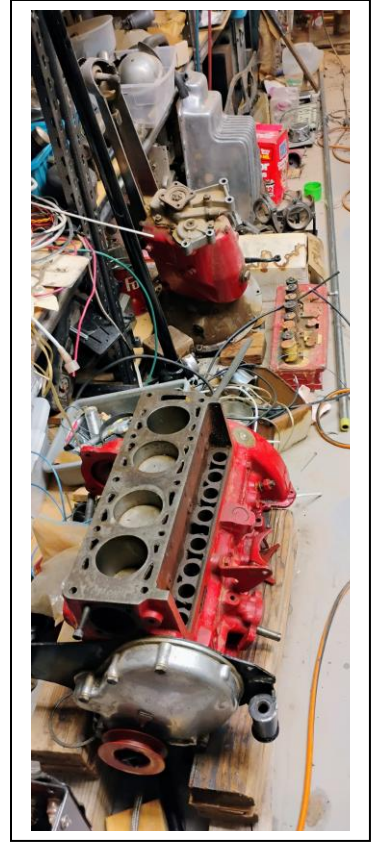
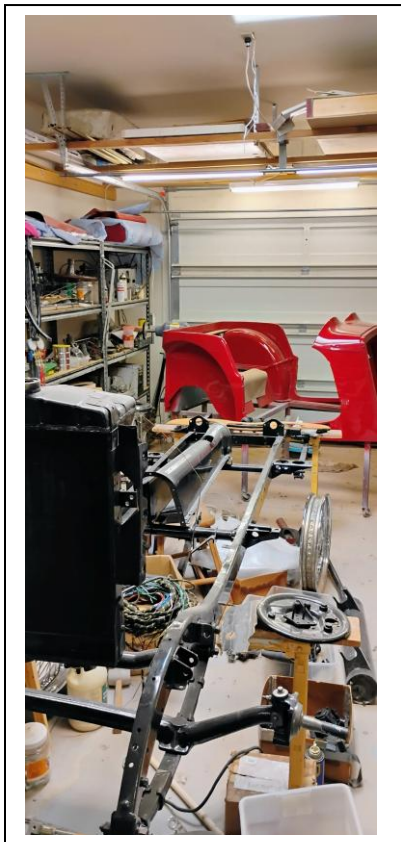
Barbara passed away on February 10th of this year at the amazing age of 95 and leaving everything to me. Now I find myself in charge of my father's most cherished possession, his 1947 MG TC.

He started a full restoration of it when I was just starting elementary school some 50 years ago and I'm afraid he never quite finished. Though it's very close to complete.

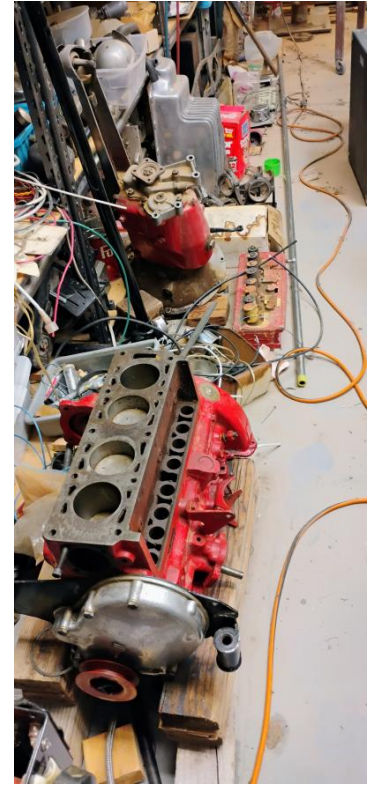
I'm hoping you can help me find a local enthusiast that would make a good home for it as I feel I have not the time or the skills to finish the job let alone keep it in good repair.

It is fully disassembled, but most all the parts are painted (red body, black frame, etc.) and ready for assembly. He even bought a full leather upholstery kit for it several years back.

I would like to entertain bids from interested club members rather than going to the classic car sales sites. I would rather the car stay in Tucson in hopes that I may someday see it on the road or at a show.



Gavin Nelson
Cora.n.gavin@gmail.com



Gavin Nelson
Cora.n.gavin@gmail.com

1967 Austin – Healey Sprite Mk IV

- Original 1275 engine and transmission
- Engine rebuilt 1000 miles ago
- Transmission rebuilt 300 miles ago
- Passenger side front shock rebuilt
- New rear leaf springs
- New front wheel bearings
- Rebuilt rear brake cylinders and new drums
- Rebuilt front calipers and new rotors
- New brake master cylinder
- New axle seals
- New clutch, master cylinder and slave cylinder
- New bumpers and overriders
- Rebuilt differential
- Rebuilt starter and new Bendix
- New door rubbers
- Custom interior
- New Robbins soft-top with zippered windows
- New locks

Anthony Butler
(320)291 3737
anthobutl@aol.com

FOR SALE (Continued)

1967 Austin – Healey Sprite Mk IV



1977 MGB For Sale

Contact Cathy at (520) 481-7168 or Tom (520) 481-1056

I am the second owner of this car. It was originally purchased in England, driven in Europe then brought to the US. I bought it in the spring of 1978. The original configuration of the catalytic converter was over heating the carburetor so Tom made some modifications under the hood. He removed the cat, put on a Weber DCOE Side Draft carburetor, modified the cam shaft and added 9 to 1 compression pistons that he had a friend ship over from England (they are not available in the US), lowered the chassis by changing the front cross member and lowering the rear springs. It was then stripped of all its original white paint and professionally repainted a Porsche red. The carpet and seats are in good condition, comes with a short tonneau cover, roll bar, and luggage rack. Only 20,000 to 30,000 miles on the rebuild.



[FOR SALE \(Continued\)](#)

TOOLS AND EQUIPMENT FOR SALE

CONTACT TOM KREUTZ (520) 481-1056

This is just a sample of what I have available for sale. I owned a foreign car repair shop for many years and now I am liquidating everything. If you are looking for something for your classic car repair, I probably have the correct tools. I have an over 6 ft Matco tool box with 20 drawers in 5 sections including 2 side boxes, full of Mac, Snap-On, Craftsman tools in metric and inch sizes. I have an engine hoist, engine stand, a Blackhawk AP-12 ton press, a bench brake lathe, a 22"x33" sink with light parts washer, a FMC 570 charging system analyzer, 2 shelf tool cart, SU carb tool group, collection of pullers, battery tester, and numerous additional items.



OUT OF BOUNDS

DO NOT ASK THIS CACTUS FOR DIRECTIONS



OUT OF BOUNDS (Continued)

Hmmm. Wonder where FoMoCo is.



SNG Barratt Merges with Moss Motors and Rimmer Bros

Goleta, California | Bridgnorth, United Kingdom, December 19, 2024 –

SNG Group Limited (“SNG Barratt”) today announced that it has merged with a group of leading specialty automotive parts suppliers for British marque vehicles that includes Moss Motors (“Moss”) and Rimmer Bros (“Rimmer”). The combined group is a portfolio company of Radial Equity Partners (“Radial”).

SNG Barratt brings over 40 years of global service to the enthusiast community and is widely considered the sector expert in the restoration and replacement parts for classic and contemporary Jaguars. SNG Barratt is headquartered in Bridgnorth, United Kingdom (“UK”) and operates four facilities across the UK, the Netherlands, France and United States. The company’s unique manufacturing and production capabilities and longstanding partnerships with some of the sectors leading brands including Lucas & Girling are a natural fit with Moss and Rimmer.

Julian Barratt, CEO of SNG Barratt, said “We are thrilled to be partnering with Radial and joining the group. Radial is an experienced investor in the speciality automotive sector and we are confident that our vision aligns for an exciting future. Together with Moss and Rimmer, SNG Barratt will help to create a leading player in this market globally enabling both the expansion of the parts available for the existing marques served as well as growth in new marques and territories.”

Ben Smart, CEO of Moss Rimmer, said “SNG Barratt has unparalleled, longstanding connections to the Jaguar market, having started producing replacement parts for the iconic brand in the early 1980s. Their workshop and manufacturing facilities are a unique addition to our group, allowing further production of authentic, high-quality parts required by vehicle owners to keep their cars on the road. This new partnership demonstrates our commitment to providing immense R&D, sourcing, marketing and distribution capabilities to comprehensively serve our loyal customers.”

OUT OF BOUNDS (Continued)

OBSESSIONS CAR CLUB

By the Editor

I have had some conversations with Greg Patjens about this organization and their car shows which it seems to go on forever. There is one that occurs at the end of every month. Below is their March calendar and the advertisement for two shows. Greg Sent me an email from them which either one of us can forward upon request.

MAR2025						
SUN	MON	TUE	WED	THU	FRI	SAT
						01
02	03	04	05	06	07	08 TUCSON CARS & COFFEE 7AM - 10AM FEATURED CAR SHOWS & SUPERCARS
09	10	11	12	13	14	15 MARANA FOUNDERS DAY CAR SHOW! 7:30AM - 3:30PM
16	17	18	19	20	21	22
23	24	25	26	27	28	29 FREDDY'S LAST SATURDAY CAR SHOW 3PM - 8PM

Marana Founders Day

Car Show and Parade - 2025

March 15th 2025 - 8am - 3:30pm

Come out and enjoy the wonderful celebration of Founders Day in Marana AZ. There will be lots of activities for the whole family all day long, there is a parade, lots of entertainment, food, and a kids zone, and the Amazing Obsessions Car Club Car show!

Car Show Participants are welcome to join in the Founders Day Parade and Represent either Obsessions Car Club or YOUR Car club! Parade Participants are asked to join in the tradition of throwing candy to the kids along the parade route

Car Show Participants are welcome to join in the Founders Day Parade and Represent either Obsessions Car Club or YOUR Car club!

Freddy's Last Saturday of the Month Car Show

March 29th 2025 - 3pm - 8pm

This is an on-going monthly event, and will be held on the

LAST SATURDAY OF EVERY MONTH!!

Registration officially opens at 3pm - closes at APPROX. 630pm

Registration fee: \$15.00 per entry

<https://Obsessionscarclub.com>