



TUCSON BRITISH CAR REGISTER

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In this Issue:

May Calendar

Announcements

Prez Sez – Le Tour des Garages

On the Road

- 1st Drive April 5th to Jag Concours
- DM50 Car Show Apr 12th

Potpourri

- Tech Matters
- For Sale

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Technical tips are for informational purposes only.

MAY

By Ben Cohen

Below is the schedule of upcoming events for May:

Tuesday Coffee

Every Tuesday – 0700 to 0900+

Starbucks – Corner of Swan Rd & Fort Lowell Road

1ST DRIVE

Saturday, May 3rd – 0730

BLAT

Wednesday - May 7th - Watch for Details

2nd DRIVE

Saturday, May 17th – 0730

Other upcoming events:

- **Phantom Car Show**

Saturday – June 7th – 0730 to 1000
Park Place Mall

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ANNOUNCEMENTS

BLAT Departures

Starting in June, the BLAT departures will be for a mid-week breakfast and the departure time *is intended* for 0700 but may be adjusted for weather.

TUCSON CLASSIC CAR SHOW - 18 OCTOBER 2025



A recent email from Tim O'Keefe:

It's a little hard to think of October right now, however, registration is filling up for the Tucson Gregory Car Show. I had a blast last year and hope you all did too. I will be coordinating the TBCR participation in the show so feel free to send me questions or comments.

I just received a note from one of the organizers informing me that the show is already about half full. They anticipate closing car classes by June 1. If you are interested, please register ASAP at:

<https://tucsonclassicscarshow.com/>

Registration is limited to 400 cars, and they are more than half full. When you do register, please send me (okeefe.timothy@gmail.com) a note as I am coordinating with the car show people. This will help me keep track of how many slots we have. Let me know if you run into any problems.

Tim

BRITISH WHEELS ON THE GREEN

Save the Date - British Wheels on the Green 2025!



The Arizona MG Club is once again proud to host British Wheels on the Green in 2025!
Saturday, November 1, 2025, 10:00 am - 3:00 pm
(Rain Date: Sunday, November 16, 2025)

The British Wheels on the Green is an all-British classic car and vintage cycle show organized by the Arizona MG Club and free to the general public. **Registration is expected to open in August, so for now, save the date!**

The Prez Sez

By Tim O'Keefe

What **THE PREZ SEZ** about Le Tour Des Garages – April 19th, 2025

Wow! What a grand time! Our *Le Tour Des Garages* on April 19th was a fantastic success! Huge thanks go to Ben and Megan for their outstanding work organizing and coordinating the tour into a smooth, seamless, and fun event. Thanks also to the generous owners of the six garages we visited for opening their doors and sharing their remarkable collections. We estimate that there were between 70 – 80 people who enjoyed the grand tour!

1ST STOP 1 (and the START)

The tour kicked off at the brand-new home of the Tucson Auto Museum, located at 4825 N. Sabino Canyon Road. The museum houses more than 70 vehicles, including highlights like a Model T, a 1929 Duesenberg Model J, a one-of-one 1948 Kurtis-Omohundro Comet, and a 1957 Dual-Ghia. We also admired cars used on the sets of *Mannix*, *Charlie's Angels*, and *Batman*. Impressively, every car in the collection runs and is regularly shown at events.



What THE PREZ SEZ about Le Tour Des Garages (Cont'd)

1st STOP (Cont'd)



How did they know Hernan was a member of our party?

STOP 2

Our next stop was John and Lena Moeller's garage, where dozens of intricate car-themed puzzles decorate the walls. Their beautifully restored 1972 blue Triumph TR6 caught everyone's eye, as did their unique and fun pale green El Camino.



What *THE PREZ SEZ* about Le Tour Des Garages (Cont'd)

STOP 3

At Dave Green's house, we found a treasure trove of Sunbeam Alpines, Tigers, and Pontiac Fiero's. Some are used as parts cars, and others are in various stages of restoration. Dave has over 35 cars tucked away across his property and other locations. A standout was a pale green Alpine personally signed by Carroll Shelby himself!



Occasionally, one stumbles over something exceptionally special:



What *THE PREZ SEZ* about Le Tour Des Garages (Cont'd)

STOP 4

Next, we visited Bill VerDuin's garage to see his elegant 1952 Bentley Mk VI — a real treat for the classic British car enthusiasts among us.



What *THE PREZ SEZ* about Le Tour Des Garages (Cont'd)

STOP 5

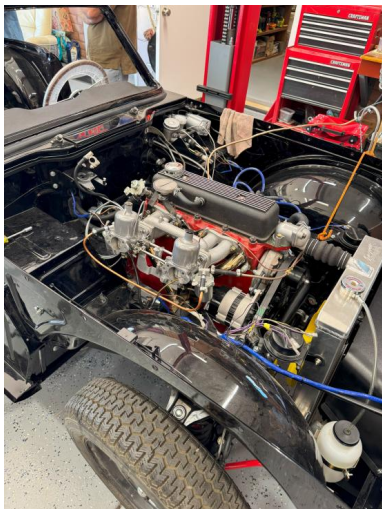
Then we arrived at Ralph and Ingrid Klestadt's home, where their impressive collection includes a striking blue 2005 Lotus Elise, *[see the FOR SALE article below]* a BMW E30 M3, several Corvettes, and a Ferrari 328 — quite the lineup!



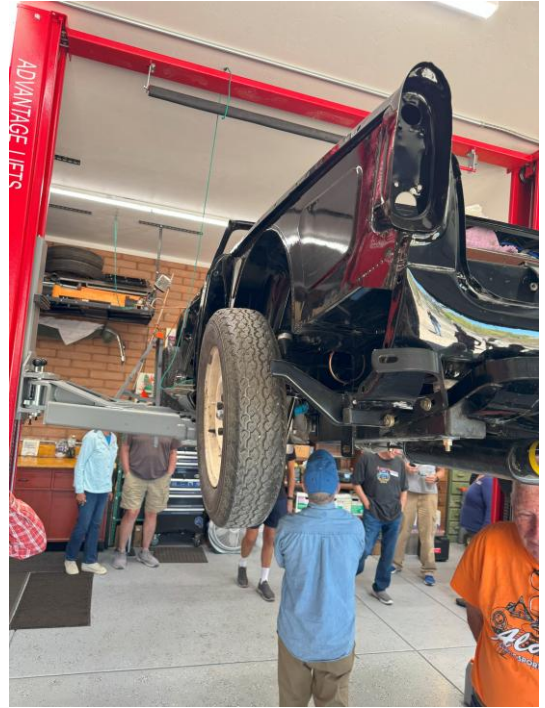
What ***THE PREZ SEZ*** about Le Tour Les Garages (Cont'd)

STOP 6

Our sixth garage stop was at Peter and Sheryl Ruggles' house. We admired his 1957 Triumph TR3, which he often drives to our coffee gatherings, and his sharp Chevy Camaro. But the real showstopper was his newest project, a Triumph TR250 undergoing meticulous restoration. Positioned high on his lift, the TR250 allowed us to appreciate the concours-level details — gleaming copper fuel lines, a brand-new and correctly colored wiring harness, and an undercarriage that shined as much as the body. It is gorgeous!



What ***THE PREZ SEZ*** about Le Tour Les Garages (Cont'd)



What ***THE PREZ SEZ*** about Le Tour Les Garages (Cont'd)

STOP 7

We wrapped up the tour at Ben and Megan's home, surrounded by Ben's incredible collection of Lotus cars. Ben's vast collection includes a 1954 Austin-Healey 100, a 1959 AC Ace, a 1960 Austin-Healey 3000 Mk I, a 1961 Lotus Elite Type 14, a 1965 Jaguar E-Type, and many others. Over pizza and sodas, we shared stories, swapped car talk, and celebrated a well-attended, wonderfully run event.



Many thanks again to everyone who participated!

"Drive fast enough to enjoy the thrill, but slow enough to enjoy the journey."

Tim

ON THE ROAD

1st DRIVE – April 5th – 0730 departure from Park Place Mall for a Southeast continuing to the North and ending a La Encantada for the Jaguar Concours d’Elegance.

THE DRIVE



THE CONCOURS d’ELEGANCE



ON THE ROAD (Continued)

THE CONCOURS d'ELEGANCE



ON THE ROAD (Continued)

DM50 Car Show

It was a beautiful morning when we gathered at WFB. We left the WFB headed to DM's main gate on Swan. There, we were held in a queue for some time. When I got to the check point my radiator was molten aluminum. Four military personnel approached to inform me that the Jag was leaking badly. I told them it is due to the very cold weather we are experiencing. I was not advised of the situation again. We must have had 20 cars there and a number that were not from the club. There were a few replica vehicles. I parked close to one that was a XK120 based upon a Datsun. It had been in the family for many years. Tried to encourage the owner to join the club but not to avail.

The food was good but not like that in past years. The beer was cold but as usual they were stingy in the beginning but when they realized they would have to carry it all back, there was strong encouragement to come back and have more.

One thing that was different was that the uniformed military presence was scant. In past years, there were patrol teams wandering about. It was great to speak with them.

THE GATHERING



ON THE ROAD (Continued)
DM50 Car Show (Continued)

THE DM50 SHOW



I am not ready to retire from car shows, but I am retiring my Jag. It is just time for someone else to walk up to the podium and no better time than after a win and on the anniversary of our 55th year together.

POTPOURRI

By the Editor

WELCOME New Members

No new members this month.

TECHNICAL MATTERS

Doing It Better: GT Brake Job

By Pete Williams

Silly me...!

I aspire to be a mechanic someday. Often, I tackle a project without the training or expertise to sort everything out and put things back together. It's so easy to take things apart. And sometimes it is so difficult to put things together correctly. Manuals, sales brochures and internet don't always portray all of the steps and part orientation to properly complete a job. Such was the case when I refreshed my MGB GT complete brake system. I have done brake systems before, maybe 30-40 years ago*. So, how hard could it be?

Since the old system had evidence of sludge in it, the old lines were cleaned with alcohol, brake cleaner and compressed air.

*[About 30 years ago I used silicone brake fluid on a complete brake job on a '48 Jeep truck.

I never had a leak or an issue. One can only use this fluid with a totally fresh / clean system.]

A while later...

The front brake calipers presented the first issue. I got the rusty pistons out of the calipers with compressed air.

The next issues: Cleaning the "tar-like-sludge" that existed inside the caliper housings was a challenge. Removing petrified seals and reinstalling each of the 2 caliper piston seals was the next task. Putting new pistons into the calipers was the final subassembly job. Installing the calipers and brake pads to the car was simple. Secure and tight? Yup!

Renewing the rear drum brakes was fairly straightforward. Wheel cylinder, springs, shoes and drum back on. Oh yes, replacing the rusted/frozen parking brake cable and lever(s) was also done.

With the two different types of hydraulic brake subassemblies installed, it was time to replace hardened rubber (supposedly) flexible brake lines and connect them to the metal brake lines. Upgraded steel-braided flex lines were installed. This seemed to be easily completed. Except when I added brake fluid, there were copious brake fluid leaks at each of the three flex lines. Frustrated, I took them apart, added additional copper washers, tightened them tight and got the same leaky result. I was mightily disappointed!

TECHNICAL MATTERS (Continued)

At least I was consistent. I installed each of the lines backwards without some of the proper hardware... which had mysteriously vanished. I bought more hardware.

I mentioned this to our good friend, Hernan Aubert, and asked for some help. Hernan graciously came over to assist. With the three hoses now reversed and properly installed, the leaks vanished! Also, the brake lines and new hydraulic clutch line were properly bled. I had brakes and clutch.

Solution: The flex brake hoses have a longer and shorter threaded end. The shorter end is installed into the brake line fitting (to the rear) or to each caliper (housing). The longer end is installed into each line (with the "nut") which comes from the master cylinder.



FOR SALE

[For those who attended *Le Tour Des Garages* you saw this vehicle at the Klestadt's home, which was the fifth stop. Now you have a chance to take it home!]

2005 Lotus Elise

I am the second owner, having purchased it in 2014 from the original owner, who is a close friend. This car was originally sold in Newport Beach and lived in Southern California until I purchased it and brought it to Tucson. Never tracked; religiously maintained and regularly exercised. Outstanding original condition with no damage other than a single small mark (1/2 inch) on the front bumper (photo included). Excellent reliability from Toyota-sourced drivetrain. The car has been a regular at TBCR events.

It includes Factory Tool Kit, InoKinetic/Sector 111 Micromirror, HNT Pad, Shower Cap, NiftyLifty Jacking Bar, and California Car Cover Plushweave Cover.

It has a factory-installed Cobra alarm system.

Other Factory options:

- Hardtop and soft top
- Laser Blue paint
- Sport Pack
- Star Shield (Paint Protection Film)

I have complete and full documentation from the time of original purchase by my friend. It is the best handling car you will ever drive. The total mileage on the car is 14,000.

Asking \$44,000 or best offer.

Ralph Klestadt

4klestadts@gmail.com

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