



SPANNER

March 2020

THE OFFICIAL NEWSLETTER OF THE BRITISH AUTO CLUB OF LAS VEGAS



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MISSION STATEMENT

The British Auto Club of Las Vegas consists of British Car owners and enthusiasts dedicated to promoting the hobby of British automotive sport. The Club promotes Information and networking and revels in the social elements of British car ownership. You don't need to own an LBC (little British Car) to be a member, just love & admire them.

Club members, prospective members and British car enthusiasts are encouraged to attend our meetings and events. We discuss events and activities, swap Lucas stories, exchange advice on repair problems and enjoy socializing with one another.

Membership Meetings are held at 9:AM on the last Sunday of each month at

The Wildhorse Golf Club
2100 Warm Springs Rd.
Henderson Nevada

Any change in location will be noted in the Spanner and our website.

BOARD OF DIRECTORS 2020

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**President's Message**

By Jonas Payne

Like many people, I have been fascinated with comic book superheroes since I was a little kid. My younger brother Josh was a Spider-Man fan, I always kind of thought that he talked (or thought) too much and for a comic hero, it was way too much to read. I was into the Fantastic Four and then as a young teenager got into the X-Men. Something about a group of superheroes banding together as a team was more appealing than the lone vigilante hero. Either that, or there was some sort of imagined value or economy in getting more heroes and story lines with a team, comic books were expensive after all.

The other day at Tune and Tech, I noticed that 3 hours into the session, and despite doing his fair share of wrenching, Charles Williams was clean. Really clean. Michael Johnson and I were working on Fran's car and we looked like the baby seals at the Exxon Valdez oil spill. Shope, Wellbaum and Naas didn't look much better. It is literally impossible to work on a car and not get dirty. Particularly an old British one. Hell, I look like Pig Pen and ruin brand new T-Shirts walking around a car show. I have actually started buying t-shirts pre-stained just to skip the disappointment of ruining them myself.

This got me to thinking, Charles Williams has a super power. He has a super-human ability to stay clean. This was verified by his wife Jerri, who noted that when he paints, there is never a single drip, run or spatter.

Other super powers were on display as well, Derek Schneider is "Grommet Man". A grommet is a rubber insulator or buffer that is utilized to protect and seal penetrations through sheet metal in your car. They are notoriously difficult to install, and it is easy to tear them and scratch your paint. It is also pretty typical to stab yourself in the hand with whatever tool you are using when you are putting them in. Michael and I had thrown in the towel on Fran's car, and there were still 2 grommets that needed to be installed. Rather than take another ½ hour of shop time, and to allow another project to start, we needed to get her car out. Derek pops in 2 seconds after we get the car out of the shop and says "give me a screwdriver and some channel locks", which are provided to him, and he promptly disappears.

Less than 5 minutes later, Derek comes back in and says "its done". It is noteworthy that he doesn't have a hole in his hand or a cut on his fingers. I'm not sure if anybody saw him do the work, but I would surely like to have seen his technique, because to do that particular job that quickly and without injury is really something.

Among Jim Shope's many super powers (beyond being able to out talk Spider-Man) are his skills on the shop press. He is a virtuoso on the thing. Dave Ogle is blessed with super human patience. Jim Oswald can speak to animals, although on the morning of our Tune and Tech, he apparently asked a very tiny dog with a very bad attitude to bite him.

Bill Wellbaum and Mitch Vamos have an uncanny ability to observe what is going on around them and to anticipate what the folks who are elbows deep under the hood will need and hand it to them (tools, light, parts, a towel) before they even know they need it. They are clairvoyants.

President continued on next page

Cover: Dr. Shelley Hiestand racing her beautiful blue Bugeye Sprite.

Consider submitting an article to the SPANNER. Submissions are preferred in a non-formatted Word format, 500 to 1,000 words. Photos are also welcome and should be sent separately in .jpeg format, with appropriate cut line/caption descriptions. The deadlines are typically the 15th of the month prior.

Commercial fee schedule for advertising in The Spanner is:

1/2 page \$150.00

1/4 page \$100.00

Business card size \$75.00

Advertisers supporting the British Auto Club of Las Vegas receive a member's discount .

President continued from previous page

Now that we are aware that these “X-Men” (and women) are among us in the BACLV, I would urge you to be on the lookout for somebody’s super power. Additionally, if you are hiding a super power that may be of use to your friends at the BACLV or in the world at large, by all means, please put it to use for the overall good. In the words of Superman:

“Do good to others and every man can be a Superman.”

April Birthdays

Peter Soderquist	Bruce Covey
Peter Szekeres	Mildred Polk
Pat Klenk	Ron Bonelli
Kenneth Baker	Harald Albrecht
Jim Hughes	Pete Yarema
Susie Rosoff	Barbara Headrick
Albert Seminatore	Ron Couturier
Michael J. Brazier	Daniel Stillwell

Anniversaries

Sandy & Steve Kilgour
Charles & Jeri Williams
Ron Bonelli
Barbara & Wayne Headrick
Margaret & Pat Klenk

From the Editor’s Desk

Since taking on the co-editor position, working with Pat Klenk, I have started participating in more of the events, especially the Tune & Techs (T&T). Wow – I’ve been missing out!

The first T&T was at Michael and Rosie Johnson’s. When we arrived, there was a horde of little British cars (LBCs) lining the street. Michael and Jonas were already elbow deep under the hood of the Michael’s new-to-him TR8. Other members were watching, offering suggestions, having side conversations and looking under the hoods of the cars out in the street. It was obvious there was a lot of knowledge and skill gathered in this one garage on a Sunday morning. (Check out the story and picture on page 8.)

The next was at Jonas’ garage with even more participants and more LBCs in front of his house. I met members I had never met before and, you will see from Jonas’ article, on page 10, there were some repairs being done on cars that were not on the original agenda. It was awesome seeing people rolling up their sleeves and diving into the projects.

All that knowledge and skill came from working on cars, learning from others, school auto shop classes, and having the kind of cars you can actually work on! I got to thinking about the future of car clubs like ours. Sure, these cars are fun to drive, but anyone who has an LBC knows that eventually (maybe the right word is inevitably) you are going to have to do something to it.

From attending the T&Ts I see most of these folks would not own them if they did not love the challenge of keeping them running. You can see the pride they take in being able to do repairs and keep their cars on the road. I have also been impressed by the

many members who love to be able to help others with their cars. That must be part of the DNA of LBC owners. Anyone who has been to an event where a car breaks down can see the good natured ribbing that happens. Someone always makes a big deal out of starting the timer to see if the repair can be done in the required 10 minutes or the dreaded paddle of shame is in the future of the poor soul whose car has broken down. Mostly you see people offering tools, advice (there is always advice) and anything else at hand to help get the car running again.

I was asking around at the T&Ts if people thought kids today would be in clubs like ours in the future. The consensus was, perhaps not. Charles Williams pointed out that auto shop classes are a thing of the past and if you do not have a parent or buddies who knows how to work on a car there is little opportunity to learn. Thank goodness for YouTube! With the cars today it is a lot harder to work on them with their sophisticated computers and an engine compartment packed so tight it is a major ordeal just to get to the parts.

My oldest son had some pretty hot cars before he started adulting. He was more interested in the exterior and had body kits put on, interior lighting installed and, of course, the sound system was louder than I liked. I doubt he ever changed the oil himself or knew a carburetor from a crank shaft. Well, maybe he did, but he certainly would never dream of working on either.

Is this the future? Cool looking car – but if they break down, hopefully you are within towing distance of an auto shop that can make the needed repairs.

We are really lucky to have a club that is so active, with so many members willing

to host events and help each other. Other clubs in town have folded – Jaguar, Land Rover and Mini to name a few, so it is important to participate to keep the Las Vegas British Auto Club thriving. In the interview with Steve Kennedy this month (page 6), he has some really good advice for newer members: Just get involved!

I have been doing interviews with club members to find out their stories. It has been great and our members are an interesting bunch. I would like to set up a roundtable discussion for future publication with partners of the car enthusiasts to get the other side of the story. Please contact me at baclvspanner2017@outlook.com if you are interested in participating.

– Judy Sandgren
Co-editor



We have old issues of the SPANNER dating from 1995- 2012 up for grabs.

If you would like any of them let us know by May 15, 2020

**E-mail us at
baclvspanner2017@outlook.com
or they will be going-going-gone!**

TALKING ABOUT RELATIONSHIPS & CARS

Cars, Relationships and Gold Medals!

By Shelley Hiestand

March is the anniversary of me buying my 1963 Red Austin Healey from Jim Shope. I bought it in memory of my Mother who recently passed. I thought the red classic was a perfect reminder of my beautiful mother who was a model, an amazing parent and wonderful wife. I recently did a photo shoot in the desert in remembrance of her.

I learned many things from my Mum... poise, grace, to not be afraid to stand out and be me, to make a difference in people's lives through listening, and inspiring others to make the most of their lives and relationships. Much of the work I do incorporates the life lessons and example my Mother set for me. She always dressed impeccably, was friendly and a true listener for people. She and my Father had an amazing solid relationship filled with lots of love, acceptance, adventures together and laughter.

To find common hobbies/things you can do together is part of a long lasting relationship. That's where our membership of the British Auto Club of Las Vegas comes in. This



Dr. Shelley with her Mum. Photo by Denie Hiestand.

club has a lot of wonderful couples (and individuals) who share a common interest in cars and activities associated with their cars.

In my opinion, finding shared passions and pastimes is important for every relationship. My partner Denie, has always had a love for cars and I am enjoying discovering this passion for myself. Last year we did the VARA (Vintage Auto Racing Association) High Per-

formance Driving school together, participated in the race season, and now have our full race car drivers licenses.

In the first race of this year I won my first gold medal at the Auto Club Speedway in Fontana, CA. And I was so excited to win the Female Rookie Driver of the Year Award (along with Denie who won Rookie of the Year), plus we won joint awards for Best British Car (for our his & hers blue and white Austin Healey Bugeye Sprites). Both cars were photographed a lot and also featured in the Victory Lane Magazine several times. We are looking forward to a full year of racing in 2020.

We invite you to join Team Kiwi Classic Racing out at Spring Mountain race track on April 4th. Bring your classic and new cars out to the track and support Team Kiwi!! You will also get a chance to do a couple of laps!!

Dr Shelley says, "Keep doing what you love with the one you love, and if you don't have anyone special in your life to share things with, join the Las Vegas British Auto Club and share your love of cars with others!"



Dr. Shelley, the new proud owner of Jim Shope's 1963 Austin Healey. Photo by Denie Hiestand.



A gold medal win in VARA first race of 2020. Photo by Denie Hiestand.



Shelley and Denie racing their his & hers blue and white Austin Healey Bugeye Sprites.



Shelley racing her #59, Bugeye Sprite.



Winning Female Rookie Driver of the Year. Photo by Denie Hiestand.



Shelley and Denie on a LVBC ride to Red Rock in the 1963 Austin Healey.



Shelley and Denie on a recent LVBC ride.

MEMBER SPOTLIGHT:

Interview by Judy Sandgren, Photos by Ron Sandgren

Steve Kennedy: Working on Cars is a Way of Life

Steve Kennedy is a Las Vegas native and, except for a few years of schooling, has spent his entire life here. Steve talked with the Spanner at a recent Tune & Tech. He is a valuable person to have at one of these events because he really knows his way around cars! He has made his living working on cars since college and has been working on LBCs since he was a teenager.



Steve Kennedy sat down to share a little bit about his life and love for little British cars and give some advice to new members of LVBC.

HOW DID YOU GET INTERESTED IN CARS?

I had a good friend in high school named Pat and he had a 1959 MG MGA. I didn't know anything about them, but it was a cool car and his brother drove a 1971 MGBGT – another cool car. The MGA didn't last long until it fell into a quick restoration that lasted 30 years and it's probably still not complete.

I liked those cars. I was 16 at the time and when I started looking for a car I saw a little white car going down Rainbow. I didn't know what it was. It had similar styling that I thought looked cool and it had a For Sale sign in the back corner. I called the guy. My older brother happened to be in town. He is 13 years older than me and my mother made him go along and sign off on the car. I don't know why because he knows nothing about cars – absolutely zero! It was a 1969 Triumph GT6 and we bought it for \$1600.

I soon found out this car needed a lot of love. I had no intention of working on it! I just thought it was a cool looking car. It needed some work so I joined auto shop at school to try and learn and figure some of it out. Then I saw another one – it was a '70 of the same make and thought I would restore that. The problem was it was an odd vehicle, not as common as an MGB or a Spitfire at the time

and there was no internet. So it was hard to find parts for it. The mechanical part wasn't so bad but if you needed something major you were in trouble. It didn't take me very long, probably about a year and a half, before I was driving too fast and not paying attention. I ran it into a mess of cars and ripped the front end off. I was about to turn 18 at the time.

It had a one-piece tilt front end, like Brian Naas' Spitfire, which was a major assembly. I had bought all the ones in town that I knew about and I didn't want to turn the other car into a parts car so I just parked it. And there it sat for many many years. I was broke, as young people are, so it sat there for a long time and moved from one yard to another. Finally about 2004 I decided it just didn't make sense to restore that car, they weren't worth that much and it was way too expensive, so I thought it was a better idea to sell it and buy a car that somebody had already put a bunch of money into.

I convince my friend with the '59 MGA of the same thing. When Pat went to get rid of his car he put an ad in the paper and sold it to Dick Schneider of the club. Dick got the major assemblies. Pat had some smaller stuff in his garage and he asked me if I wanted to go along and when he dropped the parts off at the BACLV annual membership picnic in 2006.

That's really when I got into the Club

Along the way, the two GT6s went away. I sold one and practically gave the other one away but in 2006 I bought the 1973 TR6 and it's been a fantastic car. Not that many years ago I bought another GT6. I got the bug and bought another 69 and did a partial restoration on it with my son, Andrew. It got to the point where I couldn't put any more money in it without going upside down and I couldn't drive it any more. They are really hard to fit into. Really low roof. You literally have to put your hand outside the door and kind of roll out. Just didn't become that practical, but it's a beautiful styling car.

YOU WORK ON CARS NOW?

I don't do too much wrenching anymore...

When I got out of high school the idea was to become an engineer and I went to a technical school in Phoenix, UTI and that was mostly to learn a trade and put myself through college. That worked out pretty good. Then I went to ASU in Tempe, and that didn't work out so good. Mostly logistics. And I did not know how to college. I did not have a clue. ASU is in Tempe, which is a fantastic area and I lived in central Phoenix with a bunch of mechanics sharing a house. It was a long commute and by the time I got home I would be hanging out with a bunch of mechanics doing mechanic stuff at night instead of students who did student stuff at night.

After about three years of screwing that up I figured it was time to come back to Vegas. I went to community college and did much better but I really don't know when I got distracted. Maybe that was just me and Aly (Steve's wife who is also a member of the Club).

I got a certificate from tech school and learned how to make some money working on cars. I went to work for Pep Boys for about seven years. I started off pushing a mop, became a mechanic, shop foreman, then manager. I was there seven years then decided to try the dealership world for about 20 years, mostly focusing on Mitsubishi, just by accident. When I worked in a dealership, it was never been a stand-alone Mitsubishi dealership. It was always partnered with somebody else. Often it was with Mazda. It used to be the

dealers moved around town, sold buildings or franchises; KIA or Mazda or Suzuki, those were the brands that were stuck together because those were kind of small at the time and they could put multiple lines in one area. The service area serviced all of them. I would work on Mitsubishi 90% of the time and if the guys on the other lines got behind and my work was slow I would go help them out. I went to training for all those manufacturers, but mostly Mitsubishi. I was a certified Mitsubishi Master Elite, KIA Master, Suzuki Master, had some Mazda training, as well as some other's like Isuzu and Daewoo – weird stuff.

The recession really changed the automotive industry. A lot of old timers jumped out. If you wanted to try to find a job after the recession, even toward the end of it, they'd say "Sure, we'd love to have you. We'll pay you \$10 an hour." And I'd say I have 20 years' experience and \$30,000 in tools. The industry really took advantage of the mechanics. It's never really rebounded to the levels it was.

It's also a little bit of bell curve. When you're a mechanic and you're young, you don't really know anything, but you make up for it with energy and hustle. Then you get to a point where you start knowing what you are doing and you have a good body and make really good money. Then your body might slow down as you get a little older, but you make up for it with your smarts. After so long you've learned so much and your body keeps slowing down and it's the death crawl the older you stay in it. Unless you are some lucky few, you start making less and less.

So I started looking for another opportunity thinking it was time for a change after the kids were grown up and we spent all we were going to spend on them. I saw an opening at Highway Patrol to go to work in their garage, running the shop. It's much less physical. I used to spend time out in the shop helping out and I still will, mostly with diagnosing problem cars. It's mostly administrative. I've been with Highway Patrol for about five years and this is a job I can do for another 20 years. It's more mental than physical. And there are a lot of personalities – not just the guys in the garage, there are 250 officers, then dealing with headquarters.

TELL US A LITTLE BIT ABOUT ALY AND YOUR EXPERIENCE WITH THE CLUB

Aly is a year younger than me. We both went to Chaparral High School but I didn't know her then. I met her later in a

psychology class in community college. We started dating and here we are married with two sons, Jordan and Andrew.

Aly enjoys the cars, but she enjoys the Club more. She gets attached to the cars, though. I start talking about selling the TR6 and she doesn't like that idea. Maybe she is more of a car person than I think, or she just doesn't like change.

When we first joined the club we were pretty shy and inactive the first couple of years like most people are. That was Dick Schneider's era. He was doing what Jonas does now, spending a lot of time on the Board and did a wonderful job. We started becoming more active on the Board. We haven't done that in a few years, but are getting more active doing events.

I was President twice. It used to be you got elected Vice President and then the next year you were President. It was a two-year term so

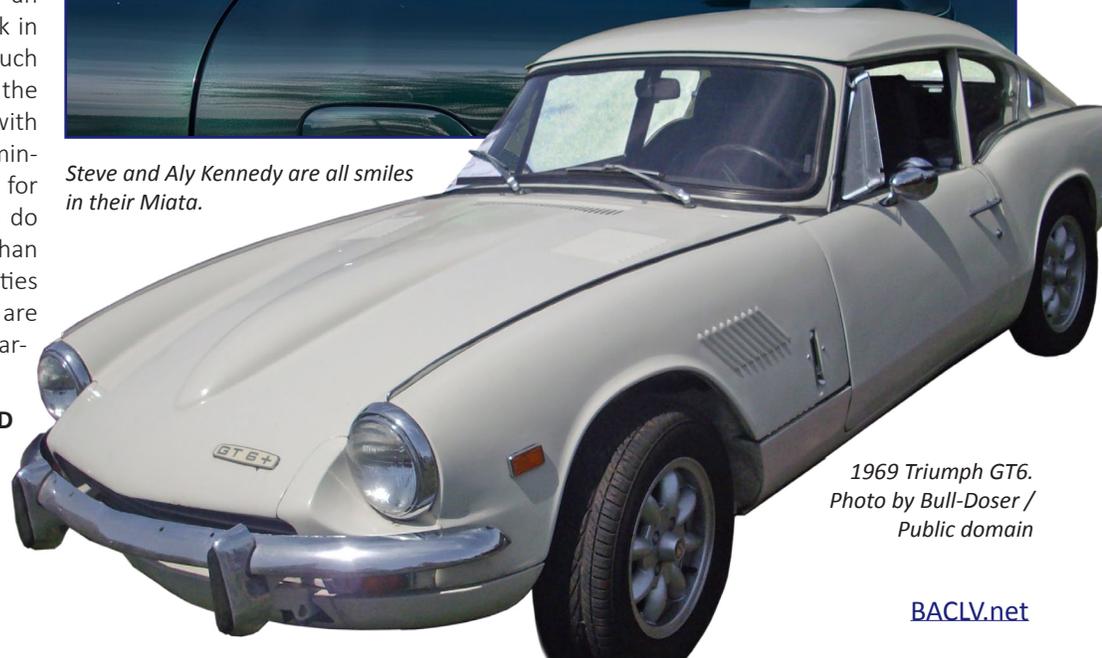
there was some continuity to it. But that has been changed since the Vice President's role is supporting events and that is such a commitment. We did the Vice President / President thing a couple of times and then Officer-at-Large. We had a really good time.

CAN YOU GIVE SOME ADVICE FOR NEW MEMBERS?

For somebody that's new, just get involved. Just start with one simple event. Ask somebody that's been here to partner with you or co-host just to see how easy it is. There are a lot of little events. It doesn't have to be a big blowout. Many years ago the mentality of the club when it was smaller, maybe 60 member instead of twice that many, was to try and find an event that everybody liked. It's impossible – we don't even try now. It's better to put on lots of little ones so people can pick and choose. You will see a different crowd show up to each one. If it's a social one, like Mother's Day, or one like the Tune & Tech.



Steve and Aly Kennedy are all smiles in their Miata.



*1969 Triumph GT6.
Photo by Bull-Doser /
Public domain*

TUNE & TECH: FEBRUARY 16

New Car Fresh Off The Truck, Now What Do I Do?

By Michael Johnson, photos by Ron Sandgren

The team of mechanics and spectators arrived promptly with coffee and donuts as part one of the tasks on the “to-do” list!

THE TOPIC: New car fresh off the truck, now what do I do?

THE PATIENT: The Johnson’s 1980 Triumph TR8

Our street and driveway were quite the site! Most of the 12 or so attendees arrived in style and dressed up the neighborhood for a few hours with Triumphs, MGs, AH and Minis. Can’t wait to hear from the HOA this time! We settled in for a quick overview of what the plan was and then, some more coffee and donuts and then we dug in.

I have purchased a few cars from a variety of internet sites in the past and most have limited history or service records. I was lucky to find a stack of receipts in the trunk that helped paint a fuzzy picture of how this car was cared for and what I may be able to put at the bottom of my list and what needs attention ASAP.

We started with the car on the lift for a look at the underside and white boarded the basic things to dig into.

Brian Naas and Jim Shope dug into the rear brakes, Jonas and I dug into the dual Strom-

berg carburetors and the “water choke”. Both projects turned into a parts list and lots of follow up work.

THAT ONE IMPOSSIBLE NUT! TIMES TWO!!

40 years of life made many of the nuts and bolts a challenge to remove, after an entire can of WD-40 and one specialty wrench, custom made by Mr. Shope, we got ahead of the pesky stuck fasteners. Jonas clued me into PB blaster, a penetrating oil that helps break rust and corrosion down. Great stuff, a must have going forward.

The brakes revealed a must do flush which quickly turned into a new master cylinder and braided brake lines.

The carbs turned into a remove and replace with the modern 4-barrel set-up along with an upgraded cam, dual timing chain and gears, new lifters, valve springs and completely new exhaust system. Don’t ask! Oh and now a completely new cooling system.

Most of this stems from the “while you have it apart” syndrome!

Update on the TR8-Still in a state of disassembly and not running. The new Cam is in, waiting on a Distributor Drive gear for the cam, existing one has a 3mm chip on one tooth. This is holding up the rest of the engine upgrades

for now. New valve springs will be installed along with the intake manifold, 4-barrel carb and timing chain tonight.

Thank you all for joining us and for turning wrenches with us. It is inspiring and so great to have so many experienced people lending their ideas and hands on these amazing cars.



Michael fabricating a custom tool.



Jim Shope and Bill Wellbaum chat while Jonas and Bill Hurley check out under the hood.



Michael Johnson and Jonas Payne wrestling with dual Stromberg carburetors.



Jim Shope attempting to defeat the rust on the rear wheel.



Charles Williams, Fran Maioran, Steve Kennedy, Brian Naas and Rosie Johnson enjoying the beautiful morning, coffee and cars.



Jim Shope uses a hammer and WD-40 to loosen up the wheel while Bill and Michael watch.



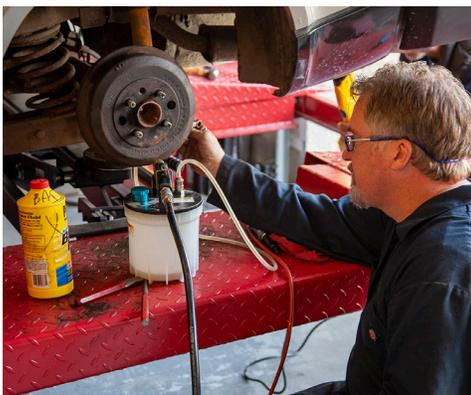
Jonas taking a load off and cleaning up one of the carburetors .



Bill Wellbaum, Bill Hurley and Fran Maioran supervising the cleaning.



Michael, Brian and Jim inspecting the rear brakes.



Michael Johnson watching the old brake fluid go drip, drip, drip out.



Pump - pump - hold. Bleeding the brakes - or attempting to, with Brian Naas, Judy Sandgren, Michael Johnson and Bill Hurley.

TUNE & TECH: MARCH 7

Tune and Tech Session a Success on Many Levels

By Jonas Payne, photos by Ron Sandgren

The Spring 2020 Tune and Tech Session was successful, and by that I mean, nobody was physically hurt and other than running short of time, all of our subject vehicles departed under their own power in improved condition. While there were no physical injuries, the mental ones may take years to materialize, and will likely be profound in nature and severity.

Projects included repairs and upgrades to Fran’s MGB, including a radiator fan shroud to improve cooling, replacement of some toasted oil cooler lines and a basic oil change. Although her car left with fewer oil leaks than it arrived with, new oil leaks will materialize elsewhere in due time. This is one of the cosmic certainties and undeniable laws of British Cars.

While some of us enjoyed working on Fran’s car indoors, we sent a group of our finest mechanics out to diagnose a “running rough” problem that has plagued Dave Ogle’s TR6 since we put it back together nearly 2 years ago. There were heated arguments and discussions regarding the cause, and our heroes retreated several times in utter defeat. We then sent Shope on a secret mission to remove the distributor from my TR6 and install it on Dave’s car. Presto! Dave’s car ran like a Swiss watch, and happiness again ruled the day. This is where the brain damage comes in.....this test has been suggested repeatedly for the last 2 years, but until every possible alternative had been tried, multiple times to the great frustration of all, this simple 15 minute test was not completed. In the inter-

im, Dave has not enjoyed the use of the car. Now that it is running well, we can address the failing clutch hydraulic issues.....Dave took a pretty good ribbing about these issues, but at the end of the day was a good sport and all smiles when he left.

Success continued on next page



The MGB gets a thumbs up from owner, Fran Maioran as the scheduled repairs are made. Kelly Tourek, Bill Wellbaum and Dan Stillwell observe the mechanics in action.



Jim Shope and Brian Naas working the press to extract some pesky bushings.



Michael Johnson asking for a tool “this big” as Charles Williams looks on.



Dave Kunde, Fran Maioran, Michael Johnson, Derek Schneider, Dan Stillwell, Jonas Payne, Kelly Tourek, Steve Kennedy, Charles William, Judy Sandgren all enjoying a day in the garage.



David Ogle has lots of help from Mitch , Dan Stillwell and Jim Shope.

Success continued from previous page

The last project was cut short based on time and level of effort required, so we only got to replacing the radius arm bushings on Brian Naas' Spitfire. We'll get into the rest of the rear suspension this summer. We had planned on doing some inspection and lubrication on Bill Wellbaum's TR6, but also ran out of time. I reckon we could have gotten more done if Kelly Tourek had been able to assist in spinning wrenches, but she was out due to some hand injuries.

The number of contributors to this year's T&T was many, special thanks go to Brian Naas for spending hours on Friday assisting with clean-up and setup, Bill Wellbaum for showing up early to set up and Donuts. Fran Maioran for bringing flowers for Kate, helping with clean-up and for her generous donation to the club. Thanks also go to those who generously donated disposable supplies for use on our projects including Robert Baggs, Steve Kennedy, Jim Oswald, and anybody I may have missed. Lastly, thank you Judy Sandgren for the coffee cake, really enjoyed that one.



The next Tune & Tech project?

BACLV CLASSIFIED ADVERTISEMENTS

Advertise your British vehicle related items here. For BACLV members a 3 month listing is free of charge. Please supply title of advertisement, items, conditions, photographs if appropriate and contact information. Allow a minimum of one week prior to publication for submission of advertisements (The Spanner attempts to go to the printers on or around the 15th of every month).

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BILL GOODMAN, BACLV MEMBER AND OWNER OF KENSINGTON MOTOR CARS
 3062 SHERIDAN STREET, LAS VEGAS, NV 89102
 WWW.KMCNV.COM

2020 Upcoming Events

Watch the website for more information on all events

DUE TO THE CORONAVIRUS, PLEASE WATCH YOUR EMAIL FOR CONFIRMATION ON ALL EVENTS.

APRIL

- 4 VARA Race, Pahrump, meet at Spring Hills Raceway
- 4 Tecopa Run, Steaks and Beer - Brian Naas
- 25 Aviator's Baseball Game - Steve & Aly Kennedy
- 26 General Membership Meeting - Wildhorse Golf Club

MAY

- 2 Sandy Valley - Simon & Jane James
- 10 Mother's Day - Jim & Nelda Lefler
- 24 Indy 500 - Ron & Dottie Couturier
- 31 General Membership Meeting - Wildhorse Golf Club

JUNE

- 4 Mt. Charleston Run
- 14 BBQ - Kate & Jonas Payne
- 27 Go Cart
- 28 General Membership Meeting - Wildhorse Golf Club



British Auto Club of Las Vegas
P. O. Box 90973
Henderson, NV 89009