



The Spanner

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 2018

President: James Oswald
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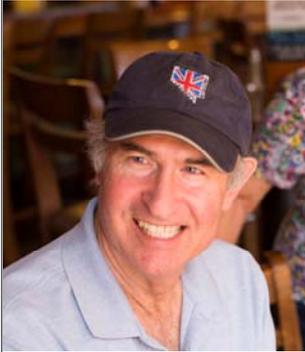
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President's Message

By James Oswald

My Little British Sports Car suffers in the summer. I turn the engine over once a week, Clean and organize the spare parts in the trunk, check all the fluids and lubricate the door handles. It dreams of fall weather. It drives just fine in July at four in the morning.

As I leave the car in the shade of the garage, there are some great activities to think about. Many are geared to avoiding the heat! There is an early morning run to Red Rock ending up with a brunch at Cottonwood Station Eatery in Blue Diamond. An evening out can transport you to a Wild German Village at the Hofbrauhaus. Take yourself and others to the Big Bear Car Show in California. Go Kart yourself at the Pole Position. (Sorry, go kart racing). There is also a Pot Luck at the end of August in Boulder City. This could be great fun!

The Hosts really made a great effort in May and June, Thank you for improving our member experience. It's time to think and plan for the fall season.

Our club has a duty to elect some good candidates for officers next year. During and after this administrative feat, we will continue to focus on the wonderful events planned this fall by our Vice President and Hosts. Please remember to plan for the Annual Potluck/Garage Sale.

Well, it is time to clean my Little British Sports Car. ----Working toward a Better British Car Club in the Future.



Triumph TR2—by Brian Snelson from Hockley, Essex, England (Triumph TR2) [CC BY 2.0 (<https://creativecommons.org/licenses/by/2.0/>)], via Wikimedia Commons

Want more BACLV updates and photos? Join our Facebook Group...British Auto Club of Las Vegas

(request to join group)

Cover:

A Mt. Charleston tour with several decades of British Automotive production on display at Lee Canyon. From left to right, Triumph TR6, Mini, Lotus Elise and Triumph TR3

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 .

July Birthdays

2/ Phillip Hoffert
 5/ Bill Wellbaum
 6/ Mark Newbold
 10/ Allen Rosoff
 17/ Marilyn McGaw
 22/ Marla Zwick
 24/ Jane James
 25/ Philip Menser
 28/ Simon James

July Anniversaries

6/ Mort & Marla Zwick
 11/ Diane Prosser
 12/ Tim & Clarissa Erwin
 14/ Simon & Jane James
 19/ Dan & Carolyn Stillwell
 21/ Jim & Nelda Lefler
 24/ Dave & Clara Ogle



Missed a Membership or Board Meeting?

You can read the Meeting Minutes on the BACLTV website in the Members Section.

Email
 baclv1990@outlook.com
 for password

Welcome New Members

Mike Karst (rejoined club)

Brian Berlemann and Debbie Donaldson– 1967 MGBTD; Brian found out club on the internet and drove all the way from Kingman, AZ for the meeting. Brian's dad had a TR3 and a '66 MGB, which he inherited. He sold it and has regretted it ever since. He has owned over 20 MGBs over the years and recently purchased (and got running again) a 1067 MGB GT.

From the Editor's Desk Kate Payne & Pat Klenk

Editors - Recently there have been several comments about last month's issue. This month we would like to share some of the thinking that prompted the focus of the June issue.

Last month we published an issue that focused on women and their contribution to the British Auto Club of Las Vegas. The intent was to attempt to illustrate in words and photographs how tremendously valuable these members of the club are – they all are. Because we only had sixteen pages, we could not focus on all of the women in the club that participate in a variety of ways over the many years we have been in existence. There have been many that have helped make the BACLTV what it is. Three women were asked and were kind enough to write an article about themselves and their particular interest in British cars –

Kelly – because she is unique in investing in a car as a new venture in her life, out of the blue, with a depth of interest in it to get grease under her fingernails – NEWBIE TO THE CROWD

Maggie – because she has spent decades with a “car guy”, racing, changing out engines, living around other “car guys”, the internal combustion engine is a way of life in her environment – LONG TERM PARTNER

Jane – because she seems to have owned almost every British marque short of Rolls Royce and Bentley

(maybe McLaren), she worked on them, owned many, and they were just natural – LONG TERM USER

We also pointed out in the Editorial, two others, Julie Dow as a founder and continues as a member with amazing dedication and Susie Rosoff, also long term members, vehement Austin Healey 3000 owner, as individuals to be mentioned for their contributions.

This was the premise for the issue. To point to examples of levels and type of participation. To recognize that the British Auto Club of Las Vegas is so much more than a “guy's club”. Though we pointed to three individuals to highlight because each contribute at their level of interest and participation, the women that wrote those articles really were not writing just about themselves, but the diversity of interests of the BACLTV.

Many women throughout the years have contributed to the BACLTV and the love of British automobiles that simply space does not allow for their due recognition. That in no way is a slight of what they have done, or are doing. It is my hope that the entire membership of the BACLTV, past and present, stop and see what the women of the club, British car owners, and the partners have and are still contributing for all of us – male and female.

The BACLTV has have and are, as women –

Members
 LBC owners
 BACLTV Presidents and Board Members

Editors and Co-Editors of the SPANNER BACLTV webmasters
 Hosts for events
 Drivers and Co-Pilots
 Friends

Bottom line, in no way was the issue meant to slight the amazing impact and contribution all of the women, past and present, have had on the British Auto Club of Las Vegas and the British automotive experience. The roster of women that have touched the club is simply too long to list, but I, with the permission of my co-editor, Kate Payne (a woman), felt that the Club simply needed to understand and recognize in some small way, all they have done as well as understanding that some of these women have broken out of the gender stereotypes and biases that exist – and have done it with a modicum of grace and style.

Co Editor, Pat Klenk



MOTHER'S DAY BRUNCH

By Pilar and Bill Wellbaum, photographs by Pilar Wellbaum



Simon and Jane James, and Dave and Clara Ogle enjoy an afternoon brunch



Sallie McClary shared a little conversation on a special day



Michael Johnson and Bill Wellbaum take a break from the Mother's day chat to have a deep conversation about the qualities of Lucus electrics

This year's Mother's Day Brunch at the Paiute Gold Club was attended by a record 45 hungry BACLV members. It was a lovely day indeed with a wonderful buffet brunch including a four position custom omelet station. The food was wonderful as always.

My event co-chair Pilar did a masterful job selecting the table center pieces and 2 gift baskets-all of which were raffled off at the end of the brunch.

Our man Ken, as always, did a wonderful job keeping up with our coffee and juice requirements. I have to say the BACLV will look long and hard for a venue as accommodating as the Paiute Golf Club for the annual Mother's Day event.

Those who were thirsty joined us at the Mt. Charleston Lodge for a beer in the cool air up on top. It is always a pleasure to make the drive to Mt. Charleston.



Barbara and Wayne Hedrick lead the line at the buffet.



Host Bill Wellbaum with the baskets created by his co-host, Pilar Wellbaum.

DAVE OGLE'S TR6 ENGINE RE-BUILD PROJECT

Update Continued from June 2018

By Jonas Payne; photo by Jonas Payne

Fast forward to June 16th, and after hearing it clatter away, we immediately decided to pull the cylinder head. We crossed our fingers that the source of the noise would be readily apparent and not terminal. We were in luck. It appears that the head gasket was defective and the "flame ring" gave up. We have some more work to do to make sure nothing was damaged, but by all indications, a new head gasket will put Dave back on the road.



The telltale head gasket with the failure

2019 Board Elections

The following positions are open:

President: One year position

Duties: Section 1. The President shall preside at all meetings. The President has discretion to appoint assistants to officers and create special ad-hoc committees. The President shall have the power to decide all questions of equal division as well as the powers usually vesting in the top administrative office.

Vice-President: One year position

The Vice-President shall perform the duties of the President in his/her absence. The Vice-President will assist the President in management and administration of the club. The Vice-President will also manage special projects directed by the President or voted on by the board.

Secretary: Two year position

Duties: The Secretary shall verify the presence of a quorum at any meeting of the Board of Directors and general membership meetings. The Secretary will answer and redirect the club general correspondence. The Secretary will also take the minutes of all meetings and make them available for publication on the Website.

Officer-at-Large: 1 year position

Duties: The Officer-at-Large shall perform duties as directed by the President and Vice-President. The Officer-at-Large will primarily focus on internal club operations including, but not limited to, planning, project development, coordination of committee activities and membership liaison.

Nominations are due at the August General Membership Meeting. Not going to the meeting? Please contact President Jim Oswald to let him know you are interested. The Board updated the Standing Rules for Election procedures (see page 10). All club Bylaws and Standing Rules are available on the website.

Editor—The participation in the British Auto Club of Las Vegas events have been at all time highs. The Club thanks you all. But think of taking the next step, the BACLV will only be better with your active participation as a member of the Board of Directors. The commitment of time is minimal and the rewards are many. The BACLV depends on its members to maintain and improve the club and make that future investment for everyone.

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DISASTER STRIKES TWICE

BY Jim Shope, photographs by Jim Shope



Jim Shope fitting the new head gasket with the fingers crossed that is all it needed

This story starts out like so many of our British car stories. A small minor problem suddenly becomes a major disaster. Last fall when Michael and Rosanne hosted the Red Rock tour, Joel Goldberg and I decided to do the event. His car had been running fine and all was well with the world. When he showed up at the Dunking Donut shop he stated that his temperature had soared up to about 230 degrees when he shut it off. Upon investigation we discovered it was low on coolant. It took about 2 quarts to fill the radiator. This should have been a red flag, but the car started fine and seemed to run okay. When we got to the first stop Joel stated that "Red Baby" was gasping on the hills and seemed to lack power. Could not see any visible problems so we continued the mission. After the picnic Joel headed home and stated the car seemed to run fine headed for the barn.



Solidly rusted and frozen number 3 and 4 pistons

A few days later Joel decided it is time to flush his radiator and see if that might help the engine heat problem he had on the run at Red Rock. He flushed the motor a few times and when he tried to start the engine to flush the last residue out the engine would not start. After a telephone consultation I suggest it might be the electronic ignition. Joel decided to send it back to the (*electronic ignition*) dealer for a check-up. They call him a few days later and stated that they checked it out and it worked fine. The problem was, they could not find it to send it back to him. It took about a

month to get it back. Wayne Hedrick and Joel install the electronic ignition back in and went to crank it up. All they get is the click-click-click of the starter trying to engage. Again, not good. Some more telephone consultation. I have them check the relay and it checks out. Joel then removes the starter and it bench checks good. Now I am stumped. I decided to make an on-site inspection so I motor on over to Joel's house and check everything again. No luck. I now suspect really bad things, such as a spun bearing, etc. Crawling under the car with long pry bar I try to turn the fly-wheel. Not happening. Joel gets a pan so we can drain the oil and drop the pan. What comes out looks like chocolate milk! The missing coolant has been found. Now we have a clue. While looking with a flashlight at the pistons I discover number 3 and 4 cylinders have rust all around the bottom of the pistons. Now I know why the engine will not turn, since the rust has frozen them in place. Giving Joel the bad news, we set up a date to remove the head. We assume a blown head gasket so will order a new gasket and other parts needed.



Getting down to business, ready to pull the cylinder to see what surprises await

After the parts arrive we set about removing the carbs, manifolds and the head. Easier said than done. Always little glitches to slow down the process. We get the head off and discover the gasket is not blown. What gives? A check with a straightedge shows a nicely warped head. Getting more expensive by the minute. We pull the caps off number 3 and 4 rods and try to bang the pistons out. Takes a big hammer for sure. Rust and crud at the bottom of the cylinders keeps it from an easy exit. After getting them out, we noticed the rings were solid in the lands and they had to be oiled up and pried loose. Again, big red flags waving and we missed them. Since the engine would turn easily with 3 and 4 pistons removed we did not bother to pull the rest of the pistons. Since there was no rust in those cylinders we (I) assumed all was well there. Joel will take head to machine shop and when finished we will hone 3 and 4 and put it back together.

The gasket arrives, the head is machined and

a date is set for Wayne, Joel and I to put the engine back together. Joel is getting antsy to get his car back on the road after a few months on the jack stands. It goes together with no major problems and Wayne does his stuff with the electronic ignition. Everything is hooked up and we finally get to crank it over, and over, and over. Nothing is happening. Lots of spark and can smell fuel. Resort to starting fluid. Nada.



Joel Goldberg—Parts came in and ready to go to work on the re-assembly

Deciding to do a compression test I brought my tester a few days later and we discovered there is no compression to speak of on any cylinder. How can this be? We had done a compression test about a year before and everything was great. Not anymore. Those red flags are beginning to smother me.



Joel Goldberg hard at work on the cylinder head

No choice. Off come the carbs, manifolds, head and all the other stuff. We knock all the pistons out and discover all the rings are frozen in the lands, including 3 and 4 which we had loosened up before. We ordered a new set of rings. About a week later I had a new set of standard rings on the pistons. Rented a cylinder hone and ring compressor and put the engine back together smartly. Checked the compression and had about 130psi on all cylinders cold. Good to go. Fired up the bugger and it never sounded so well. Joel is now tooling around the neighborhood acting like he is somebody.

VALLEY OF FIRE RUN

Hosted by Brian Naas, photographs by AJ Dowden



Lynelle and Jim Hughes, Jim Oswald, Hap Polk and Event Host Brian Naas

We gathered at starting point. As usual, the wait with the members of the BACLV is always fun; cars, coffee and a lot of conversation.



Jim Oswald, Hap Polk, Jim and Lynelle Hughes

Hap Polk (if I remember correctly) decided to not join us on the drive itself, but is bringing us many photographs. Since he was alone, we speculated with many suspicions as to why he decided to leave. Jim Oswald suggested that his retreat may have been a fear of parts falling from my Spitfire and hitting Audi.

We drove the Lake Mead, Northshore Road, route to Valley of Fire, stopping at Rogers Springs to stretch our legs and depressurize bladders.

Next we hit the road until we stopped at Valley of Fire entrance for everyone to stop and fill out fee cards and drop envelopes of cash into the collection box. From there on to the Seven Sisters Picnic area.

While eating our "huge buffet" of food (did I mention only four cars and five people attended?) a small bus pulled up to our area and a Bride 'n Groom emerged with "Bests" in tow to take wedding photos on the other side of our shade rock.

The drive back was the same route we took in to avoid any possibility of Electric Daisy Festival traffic and it was a straight shot home for us from there.



The Bride n' Groom on the rocks!



Sister 1, or maybe 2, could it be ??



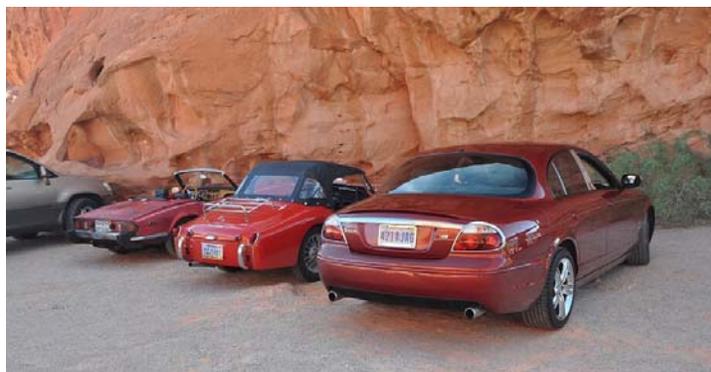
Quiet, peaceful Rogers Spring



Brian Naas, Lynelle and Jim Hughes enjoy the view and shade at the Seven Sisters picnic area



Line up at Rogers Spring



We all made it to Seven Sisters Picnic area for a great lunch

MT. CHARLESTON LUNCHEON

By Al Seminatore, photographs by AJ Dowden and Hap Polk



Saturday June 2nd was a beautiful day for Lunch at Mt. Charleston. The Hosts arrived early to insure all was well and inform Tom that instead of the initial 10 there would be 15 people attending. The staff immediately started re arranging tables in an attempt to get all the folks out of the sun.



Pat Kunde is a winner!!!

rear and provided transportation for the stranded drivers.

one of the three gifts. After which the members socialized and then left for home. Jim Shope got to drive his car home after letting it get a breath and replacing the rotor. Brian's Spite Fire required a little more work. He had to clean his fuel pump before he could get going.



Jim Shope, Joel Goldberg and Hap Polk watching Brian win more than a paddle! He was able to



AJ Dowden captured by Hap Polk



Al Seminatore, Pat Klenk, Jane James, Margaret Klenk, Pat and David Kunke

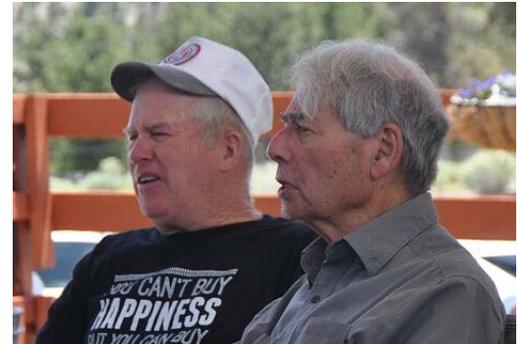
As time went on we got rumors that even more were coming. Ultimately there were 23 people attending the vent. The staff made this adjustment without a hiccup.

As the British cars started to arrive we heard rumors there were some breakdowns. Finally Michael called to say two cars were disabled, Jim Shope and his Austin Healey 3000 and Brian Nass and his Spite Fire. Fortunately Michel Johnson was bringing up the

The staff took everyone's order and delivered the food all at once. Quite a feat for a group of 23 people. After everyone had eaten Hostess Pat proceeded to raffle of three Father-day Gifts. There was a slight problem – no one could find the raffle tickets. First it was thought Jim had them but that then shifted to Michael and finally the whole idea fell off the cliff to the east of the dining area. So with thinking Pat and Michael came up with an ingenious solution. Michael would write down a number. Pat would pole the group asking for numbers. The one who matched Michael's number won



Jane and Simon James



Jim Shope and Joel Goldberg, really Jim, that is a finepoint of an Austin Healey 3000?



Let the conversation begin, and where is lunch!



Millie Polk and Margaret Klenk get the latest from Aly Kennedy



Jim Shope's roadside repair, where's the hammer?

INDIANNAPOLIS 500 PARTY

By Ron and Dottie Courturier, photographs by Hap Polk and AJ Dowden



Indy 500 Party hosts, Dottie and Ron Courturier—photo by AJ Dowden



Brian Naas and AJ Dowden discuss the fine point of turning left and then turning left and then turning left—photo by Hap Polk

Sunday May 27th saw the 102nd running of the legendary Indy 500 race at the famous Brickyard. This year's "BAC Indy Party" was hosted by Ron and Dottie Courturier. BAC members started arriving around 8:30 AM bringing with them breakfast and or lunch dishes for a potluck style affair. The variety of dishes was amazing since the BAC is well known for having many talented cooks. Before the race started David Ogle was busy selling the race cars for the eventual winner of \$66.00 to be determined by the race re-



Nelda Lefler, Clara Ogle, Bonnie Polk, Rosie Johnson all absorbed in the Indy 500—photo by Hap Polk



All bets down! For Dick Schneider, Dave Ogle, Ron Courturier, Dick Rowe—photo by AJ Dowden

sults. With the closing laps of the race approaching, Michael Johnson was firing up the grill to begin cooking hamburgers for the crowd who had built up an appetite cheering for the car and driver they had selected. This year's lucky winner was Aly Kennedy who had picked the winning car to win the "500". Aly took home \$66 dollars plus a bottle of wine. Finishing 2nd was Susie Rosoff, followed by Jim Lefler in third, both of whom won a bottle of wine. Thanks to Michael Johnson for standing out in the sun over a hot grill cook-



Doing what the BACLV does best—photo by AJ Dowden



Brian Naas, Bill Wellbaum, Ron Courturier, Dave Ogle and Dick Schneider watching them run—photo by Hap Polk

ing hamburgers. David Ogle did a great job with the Indy Car raffle plus Hap Polk and A.J. Dowden for taking pictures. Thanks to everyone who attended and for the wonderful dishes which helped make this a truly successful event.



The winners are Jim Lefler, Aly Kennedy and Susie Rosoff—photo by AJ Dowden



Ron Courturier's garage, to the envy of Brian Naas—photo by AJ Dowden



Here is Ron Courturier, and Dottie says Ron doesn't have a heart! Oz, where is Oz - photo by AJ Dowden

BACLV Standing Rules Update

British Auto Club of Las Vegas, Incorporated

Standing Rule -

RE: Article IV: Officers

Section 3: Elections

An Election Committee will be appointed by the Board made up from the following:

A Board Member and two volunteer members in good standing that will not accept a nomination.

Number of Votes – One Vote per registered member (member with or without a British car that applied directly on the application. Normally two registered members per application which includes a spouse or 1 registered member per application for single person which would show on membership list.) Can list children on application, but they would not be a registered member eligible to vote. If they are at least 18 years of age, then they must sign a separate application with fee.

Nominations for the upcoming year’s Board of Directors open positions will be taken at the *August* General Membership meeting. The Election Committee will also be appointed at the *August* General Membership Meeting.

A member candidate can only accept one nomination position (example: a person cannot run for Officer-At-Large and Secretary at the same time) and must decide by *September 21st* which nomination to accept. If a member wishes to be nominated but cannot attend the *August* General Membership Meeting, they should ask someone to nominate them in their absence. If there is only one candidate for an open position, and that person accepts nomination, a show of hands by members in good standing attending the *August* General Membership Meeting will be deemed sufficient to elect that candidate.

Soliciting Votes:

A person interested in becoming a Board member is free to express that interest and solicit

it votes in the open forum of any General Membership Meeting for a reasonable amount of time leading up to and including the *August* General Membership Meeting. A nominee may submit a statement, intended for the general membership, to the Election Committee before *September 21st*. These statements will be included in an email notification* for the general membership sent *October 10th*.

Members that have accepted a nomination will be announced at the *September* General Membership Meeting. A list of all accepted nominees and elected single candidate (Show of hands *August* General Membership meeting) will be emailed to the general membership no later than *October 10th*. Election will take place at the *October* General Membership Meeting.

Any member wishing to vote that will not be attending the *October* General Membership Meeting may email their vote to the Election Committee as instructed in the *October 10th* notification no later than *October 23rd*. (see attached example)

The Votes will be taken and counted by the Election Committee during the *October* General Membership Meeting and the results will be announced at the meeting.

*Example:

October emailed Final Notification of nominees accepted by Candidates.

President-

Oscar Myer, Jed Pipes

Vice President-

Rusty Carson, George Handlebar

Treasurer – etc.

Secretary –etc.

Officer at Large- etc.

Oscar Myer for President– Statement attachment

Those members not attending the election at the *October* General Meeting can vote for their choice and reply to this notification by sending your vote to email@com, etc. others

BACLV CLASSIFIED ADVERTISMENTS

Free to British Auto Club of Las Vegas members. Supply the verbiage and a few photographs you wish posted and we will assemble your classified. The advertisements must be British automotive related. They can be for vehicles or automotive parts.

77' TRIUMPH SPITFIRE:

1977 Triumph Spitfire 1500 with 70,600 miles. Runs, drives and looks good, but will need some work.

Asking \$2,500 - OBO
 Contact: James Turnwall
 (773)-885-3304, jturnwall@gmail.com



1973 MG Midget MKIII:
 Lime Flower Green (1 year only color)
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 1275 CC twin SU carbs.
 Bought this car in Cleveland and drove it to Vegas.
 Runs and looks great



16 K OBO
 Contact : Darryl Wood : sw@woodlv.com 702-373-5210

Who has the Paddle??

Brian Naas retained the Paddle (much to Jim Shope's relief after they BOTH broke down en route to the Mt. Charleston Brunch). Brian holds the paddle with dignity....he is high on the points list because not only does he attend events...he drives his LBC in high heat. He is also quite capable of repairs on his own. He hasn't been towed, yet. The Paddle is a Badge of Honor for those brave enough to venture out in vintage cars.

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UPCOMING Events

[Visit www.baclv.net for updates](http://www.baclv.net)

JULY 2018

29th General Membership Meeting, 9:00 a.m. at the Wildhorse Golf Club

AUGUST 2018

11th Big Bear Car Show hosted by the James—see the website for more upcoming details

15th Board Meeting, location TBD, meeting starts at 7:00 p.m.

18th Go Kart Racing at pole Position, host needed

TBD Potluck Hosted by the Deans in Boulder City

26th General Membership Meeting, 9:00 a.m. at the Wildhorse Golf Club

SEPTEMBER 2018

12th Board Meeting, location TBD, meeting starts at 7:00 p.m.

22/23 Over the Hump to Pahrump, Host TBD

29th Wurstfest, Boulder City

30th General Membership Meeting, 9:00 a.m. at the Wildhorse Golf Club



British Auto Club of Las Vegas
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