



The Spanner

The official newsletter of the British Auto Club of Las Vegas



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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.

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President's Message By Sandy Lashua

It's hard to believe that the year is almost half over. It seems that the older I get the faster time goes by.

I want to bring attention to Kate Payne and Pat Klenk for the first rate job they are doing with the Spanner. It isn't easy paying attention to all the little details, but this duo seems to be catching on and printing a good newsletter! Hats Off to you both.

I spent Friday afternoon at Millers Ale House in Henderson with Allen and Susie Rosoff bidding farewell to Peter and Elva Berent. Peter and his lovely wife have spent the past several years traveling back to the U.K. during the summer and to the U.S. during the winter. That is what I call a real migration! Unfortunately, traveling has become a bit more difficult and this was their last jaunt to the USA. They sold their house, furniture and car, and what they did decide to keep is being shipped back to London. Andrew and I have enjoyed their friendship for many years and are sad to see them leave, but we certainly understand. The Lashuas and the Rosoffs wish them well and we will definitely keep in touch.

We have some good events coming up and I hope that you will take a look at our line-up. Jim Oswald takes his job as events coordinator very seriously and works super hard to get things just right for our members.

Coming up in June is the Mt. Charleston Run. We will also be honoring Fathers. We have a

Mothers Day Brunch, but traditionally nothing for the Fathers, so the Mt. Charleston Run will be for Fathers. There will be prizes! This is a pet friendly venue, so don't leave your furry friend home!

Dave Ogle will be coming onboard as Treasurer. Dave has had a lot of experience as Treasurer for the Knights of Columbus and we have great confidence in him. Thank you Dave for stepping up! Laurie did step down due to health and personal concerns. Thank you, Laurie, for taking it on for a year and a half. You gave it your all and we appreciate what you have done.

The board is tinkering with the idea of moving the time that the board meets to either earlier or later to try to avoid some of the heavy traffic. Part of the board lives in Henderson and the other part lives in the far north of the valley. We rotate the location of our meetings to one month in the north, the next to the south. Either way, someone has to drive through the rush hour quicksand! So we will explore adjusting starting times to make the drive less hectic.

The Board Meetings are open to all members in good standing. Since we select venues that are smaller or have small meeting rooms, space is limited, so PLEASE RSVP if you would like to attend the board meetings, and we will ensure there is room for you. Because of the travel involved by half of the board, we usually hold a dinner style meeting. You are not obligated to purchase a meal, but certainly are welcome to do so.

June Birthdays

6/ Barry Lagen
7/ Jim Lefler
9/ Steve Kennedy
11/ Drew Lupson
23/ Wayne Headrick
25/ Linda Hanley
25/ Joe DeSimone
26/ Al Lindahl
26/ Gil Jackson
27/ Elva Berent

(let us know if we missed your birthday, and we'll catch it next month.)

June Anniversaries

1/ Dick & Sue Rowe
12/ Allen & Susie Rosoff
27/ Jill & Barry Lagen
Gil & Debra Jackson

A shout out to Membership Chairperson , Bill Wellbaum! We have upwards of 130 members, and he keeps track of them all.

He and Pilar have been members since 1996.

Cover: Ms. Kelly Boulle Tourek and her beautiful 67' Austin Healy 3000. She and a friend took it for a spin just after getting the car. They found a sunset overlooking the Anthem Country Club.

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 .

From the Editors' Desk — Kate Payne & Pat Klenk

The purpose of this newsletter, like our website, www.bacvl.org, is to communicate. The BACLV has grown to 140 members, larger than ever. With this number of members, it is difficult to talk every one, get to know each other, or stand around and point under the hood to see where the oil leak is. The Spanner is our tool to do just that. It is a means of reaching out to the other members of the club, memorialize events, sharing information, swapping experiences, and garnering a few laughs. We hope that you, as a member of the BACLV, take advantage of this tool and share what is important to you with the other members of the club, because if it is important, interesting to you, others will find it important, interesting too. That is why we all joined this merry band of sadists with a British bent.

The membership of the British Auto Club of

Las Vegas has a common thread that binds us all – the unique and oft quirky automobile engineered and perpetrated by the British. This assemblage of creative engineering has set itself far apart from the work of the Germans (cold speed), Italians (beautiful and stylish), Americans (mass appeal) or the Japanese (dependable and homogenized). The uniqueness of each marque provides a soul that belongs to the British automobile alone.

At the BACLV, thanks to Ibsen Dow, we have come together to explore and discover this soul found running through the Austin-Healy, MG, Triumph, Lotus, Morgan, Jaguar, Bentley, and the multitude of others. We discover ways to make them work, create fabrications and exaggerations about them, and expound on preposterous lies that make it fun, exasperating and bring us together as a community. This is why we are

here and what we communicate about at our meetings, events, and in the Spanner.

We are waiting to hear from you, the membership. How can we make the *Spanner* better? Any thoughts about the BACLV? What do you think about your British car – good, bad, leaky, dependable? Ideas for activities or events? Tell us. Kate and Pat want to add "Letters to the Editor" piece and make this newsletter truly your newsletter – The Spanner.

We want to thank James Stillwell for his suggestions and will put it out there. James suggested a Selling/Want Ad section for members. It can be found on the webpage, shall we include it on the Spanner as well?

Your Editor's—Kate & Pat

Welcome New Member
Brian Naas
1978 Triumph Spitfire

Join the club and venture up to Mt. Charleston on June 10, 2017, and enjoy the cool mountain air while dining with your favorite BACLV members and their furry four footed navigators. Celebrate Father's Day while you're at it. Lunch at 11 am. Be sure to check your email box or the website for more details

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June Member Spotlight—Daniel and Carolyn Stillwell

Daniel and Carolyn learned of the BACLV from the Lashua's, where they met at a dentist's office (nice recruiting Sandy and Andrew!!) and joined this past March. They have lived in Las Vegas for a year and a half. Daniel is a Washington state native. Carolyn was born and raised in Michigan until she relocated to Washington. They have been married since July 2011. They retired to Las Vegas in 2015.

Daniel enjoys collectible cars of various makes (British and American) as well as reading Ann Rule murder mystery books. Carolyn spends

time sewing, painting and drawing.

Daniel had wanted a TR6 since the mid-'70s, when it was out of price range. He finally met that dream a little over a year ago when he purchased 1974 TR. It is factory French Blue and although not a daily driver, he enjoys driving "when it is not in the shop".

They look forward to club events that are "close to home, at least for now, until we see how reliable the car is going to be".



Daniel and Carolyn Stillwell



Daniel Stillwell's 1974 TR6

Kingman Car Run May 7th—Hosted by Laurie Rosenau and Jared Carithers

Even an unseasonable drop in temperature could not stop these intrepid members from the Kingman Run. William Madan kept the top down despite some sprinkles. The Fiesta makes a great starting point for a number of our runs. Maybe one of these days, we will actually go in from the parking lot.



Bill Madden swears he came with the BACLV!

The Highland Games—submitted by Jonas Payne

This was our 4th year at the Highland Games, and this event is becoming routine. Not in a bad way though, more like a trip to your local watering hole, where some of your good time buddies and a friendly bartender await.

In years past, the arrival has been a disaster, without fail. This year we were pleasantly surprised to find some helpful people actually manning the entry gate...and they even had a key to let us in! Everybody except for Allen and Susie you see, because they “flamed out” along the way. Per Shope, they were right behind him the whole time.....sure they were Jim.....WAAAAAY behind. That said however, the Rosoffs are due to be awarded not just the paddle, but also the Highland Games Perseverance Award. No sooner had we gotten through the gates, when a very irate Al called me on my cell and asked if he could still have his tickets, because come hell or high water, he and Susie were going to make it, and they arrived about an hour later, sans Austin Healey but in good health and full of Highland Games Spirit.

We were joined by Lora Honsaker, Robert Harris and the Biler's this year, the remainder of our 11 entries have all attended the event at least once – a testament to the fact that it really is a good time. Attendance was down a little bit over years past, but we do expect to reverse that trend next year.



Highlights of the day, in no particular order are:

- ⇒ As always, hefty gals throwing heavy objects.
- ⇒ Simon James repurposing a screwdriver into a gearshift lever to get his recalcitrant TR6 to go backwards.
- ⇒ Watching several people be lured to their death by the cuteness of Steve and Ally's dog
- ⇒ Kevin the peacock torturing Shope all day. So much so that it tried to get into Jims car as he was trying to pull out. Eventually Jim had to try to shoo it away from the car. Unfortunately he failed to shut the driver side door before the chase, and it nearly jumped in as they made their 3rd lap.

Thank you to all who attended, we hope to see you and many others for the 5th installment.



Tech Talk

By Ron Couturier



We know you are all turning blue from holding your breath for a month waiting to know Ron's recommendation for the greases to use. Well here they are!

We would like to apologize to Ron and the Spanner aficionados for truncating Ron's article last month. We are getting the hang of the new format schedule and content. In my fog I missed the fact that I edited far more than I should have. I will try editing with my eyes open in the future—PK

("Ron's article left off –

Now the big question. With all of the different brands of grease on the market, what grease should I use?")

First of all stick with the name brands such as Shell, Mobil, Valvoline, Quaker State and Penn-

The Benefits of Grease (continued from May Spanner)

zoil; just to name a few. All major brands produce excellent grease lubricants. Which conform to the standards set forth by the (SAE) spec J310, which is the standards for "Automotive Lubricating Greases". These lubricating greases conform to the (NLGI), National Lubricating Grease Institute Standard. These greases all possess good qualities such as excellent stability, good high temperature characteristics, and water resistance properties. NLGI #2Grade Lithium Complex EP Grease means the lubricant meets the requirements for Ameri-

can, European and Japanese cars. This grease can be used on wheel bearings, suspension and universal joints. Remember the cheap brands are cheap for a reason. Don't compromise on quality.

Ron has been writing tech articles for the club many years. He and his wife, Dottie, have been with the BACLV since 1997!

Visit the club's website to view more of his articles.

Thanks, Ron, for your dedication to the club.

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Lights & Illumination

by Michael Link



The operation of the headlights on the UK Stag is different from that of U.S. Federal Stags

In the following article Mr. Link, a Triumph Stag owner and contributor to the STAG News, addresses the headlight illumination on his Stag, the electrical system and its implication is equally applicable to Triumph, Austin-Healy, MG, Morgan or any of the "classic" British automobiles. The Moss relay and wiring kits are available for most of the popular marques. Needless to say the electrical theory will be equally applicable to your car. Thank you. PK

When we turn on the Stag's lights at night, most of them are for other drivers, whom we hope and trust are paying enough attention to see us. One of the few lights for ourselves, as drivers, are our headlights. These are for us, to illuminate the path forward as we make our way wherever it is that we are headed. Headlights work by reflecting light off of whatever is in their path, back to our eyes. The brighter the headlights, the better we see because of the greater amount of reflected light.

Modern cars pretty much do everything better than our classic cars, except perhaps in the enjoyment/fun-to-drive category. The Stag's older systems, such as brakes with their longer stopping distance, means that we benefit from better headlight illumination. When the subject is seeing and stopping in a world illuminated mostly from our headlights, driving after dark is safer with brighter headlights; as drivers we see better and have more distance to react and avoid trouble.

One very effective way to improve the headlight illumination is to upgrade them from the original spec to a halogen or HID (high intensity discharge) system. However, most of us know of classic car owners who have replaced their headlights with halogen units and been disappointed with the result. There should be nearly a 50% improvement in light output from such a change. Yet many see little improvement, some even find their headlights to be dimmer; both are understandably disappointed with the results. Why is this, and how do we get a better result, closer to the promise of dramatic improvement?

Why Does It Matter So Much?

The answer lies in the wiring. Headlights, in fact any and all incandescent lights, are sensitive to voltage level, becoming significantly dimmer as the voltage drops lower. DC circuitry is very sensitive to the length of the wire: voltage drops over the wire's length due to its resistance to conducting electricity. Wire size, or gauge, is also a factor in voltage loss with a larger wire adding less resistance than a smaller wire. The longer the wire length, the more it benefits from a larger gauge wire to minimize its voltage loss. Resistance due to corrosion in the connections within the wiring harness adds significantly to voltage loss in the circuit.

As voltage is reduced to a light or lamp, two things occur. One is the brightness becomes reduced. How much does the headlight brightness reduce from how much of a

voltage reduction? The answer may surprise you. If a headlight has a 1.5 volt drop, its brightness is reduced to 62% of its rated wattage output. At 2 volts lost, or a 10 volt supply to a light, the bulb has only 48% of its rated output. Think about the significance of these numbers not only in terms of dimmer headlights, but also in terms of the lack of visibility of your brake lights, tail lights, and so forth—those very lights you're depending on for other drivers to be able to see you. All your Stag's lights may well be producing less than half as much light as they are designed to—and that you may think they output. The other effect of reduced voltage is the light output shifts towards the red end of the light spectrum. This matters because the eye is only about one tenth as sensitive at this end of the light spectrum as it is in the green-yellow part of the spectrum. The cells in your retinas that see at night are not sensitive to red, only the cells for seeing in the daylight are. You can see this difference when you encounter traffic signals, notice that the traffic lights for yellow and green appear brighter than do the red lights. This matters because we see from our headlights by reflected light, the redder the headlights become the less effective they are. Add this effect to the overall dimmer light they produce and it makes for a significant reduction in headlight effectiveness from the reduced headlight voltage.

Long Run with Resistance

Stag headlight power comes from the battery in the front right of the car, travels to the firewall, crosses over to the driver's side on the left and up the steering column to the main light switch. From there it goes to the turn signal switch, then back down the column and crosses to the right to the fuse box. Here the circuits become fused and then the wires travel back to the left side of the car, turn frontwards and travel to the front of the car inside the left fender, where they end up at the front left headlight, then on across the front of the car, finally terminating at the front right headlight. Before making too many Lucas jokes, bear in mind the wiring is not unusual for cars of its era. Another old car way of doing electricity is the connections in the wiring harness. Likely most people reading this have seen the many, many connectors all over the car in its wiring harness. That's the way it was done, and is a big part of the causes of electrical gremlins in vehicle electrical systems. Modern cars have few if any connections in their wiring, because connections give trouble and have been designed out of today's cars. Most of the trouble comes from corrosion in the connectors, which add resistance to the passage of electricity. The corrosion can be enough to block or nearly block the current. Another source of resistance in the wiring is the electrical switches. In the original wiring, the main light switch and the turn signal switch each carry the full electrical load that the entire Stag's lights draw. This causes an electrical arc every time the switch is used. Think of the arc

when you unplug something inside your house when it has an electrical load (vacuum running, lamp turned on, etc.); that is what happens every time your headlights are turned on or off, since the switches carry the full electrical load. Over time, those electrical arcs cause carbon to build on the contacts, adding resistance to the circuit.

Why all the discussion space spent on electrical resistance from wiring length, connections and switches? Because resistance is why headlights and all the other vehicle lights become dim, and why so many efforts to upgrade the headlights becomes an exercise in disappointment and frustration.

The Solution

The solution to issues in classic car lights is to ensure they receive full voltage, that they are as bright as the chosen bulbs can be. For headlights, this means halogen lights which are 20% to 50% brighter than the same wattage in a regular bulb, with the wiring modernized to reduce the resistance from the obsolete wiring design.

The best way to do this is to add relays to your Stag's headlight system. A relay is nothing more than a switch that is operated electrically. Best of all, with both relays and halogen bulbs there can be a brightness increase of more than double. Adding higher powered halogen lights without adding relays can be counterproductive—the higher current rating draws more on the old wiring through its resistance points which can result in an even larger current drop.

Modern vehicles use relays to minimize the voltage loss from eventual corrosion in the electrical system, and to reduce the length of the wiring runs that bring the power to the lights. Remember, the size of the wire and its length matter in a DC circuit. Resistance is less in a larger size wire, and the shorter the wire, the less resistance in it when compared to the same size wire in a longer run. Relays route power directly to the lights without the voltage loss from being run to the switches inside the car; only the minimal power to trigger the relay has to run to the car's interior.

Relays use only about 0.15 amps to operate, so they can be connected to the original wiring to be operated, while new heavy gauge wires with shorter runs can be used to bring the power to the lamps for illumination. The small current used to operate the relays will not load the original wires or shorten the life of the switches. It is an easy project to add relays to your Stag, the original switches and features remain and the relays can be hidden if that is desired. With relays you get full brightness headlights with an almost eliminated load on your original harness and its components.

There are relay kits sold for British cars (such as from Moss Motors) that are pre-wired with the correct color coded wires, along with instructions (Moss has an online video for their relay kit) on how to add them to the vehicle. This is a great way to

go, but a word of caution is in order here. Most British cars have a two-headlamp system, whereas our Stags have a four headlamp system. The directions, wire gauges and the relays themselves are sufficient, but the included fuse is not. The relay kits sold by British suppliers are for Stags with different headlight wiring, and some will not work especially well for our North American spec, and again their included fuse is inadequate because of the difference between non-American wiring and our North American Spec Stags.



Fuse Selection

What was that about inadequate fuses? The formula is volts (V) x amps (A) = watts (W). Therefore, watts divided by volts equals amps. If you select 60/55 watt bulbs for the outer headlamps, and 55-watt inner high beam bulbs, then... your system will consume 230 W when high beams are selected. Fuses (and circuit breakers) are thermal devices and not exact, blowing when heated from too much current. Manufacturers recommend a 25% allowance for a circuit when selecting the size of the fuse (or circuit breaker) to protect it. This is to allow for voltage spikes and power surges within the car's electrical system, imprecision in the fuse itself, and that fuses lose some of their rating over time.

230W divided by 12V equals 19.17 A, which is what you can expect your system to draw for its ongoing current consumption after the initial current surge when the



The best way to maximize voltage is to add relays to your Stag's headlight system and ensure you use the correct gauge wiring

lamps first get power. But, the relay systems sold include a 20A fuse, which will blow if you use your high beams and have to dim them a few times. So, to choose the

correct fuse size, don't divide the wattage by 12V, instead divide by 9V to allow the 25% margin required. 230W divided by 9 equals 25.56 A, which is the minimum fuse size you can use without having it blow. Then, round the fuse size up to the next higher available rate: a 26A fuse if you can find it, otherwise more likely a 30A fuse.

Lights work from having their filament heat and produce light. The filament when cool does not have much resistance, being fairly close to a direct short circuit. As current flows through the filament, it heats and as it does it greatly increases its resistance, reducing its current draw. When you dim and re-illuminate your high beams, you have quite a current surge every time as the headlights draw power before the filaments heat and reduce their load on the system. This is in part why the 20A fuse in the example would not work if one must dim the high beams, which is to be expected.

For our four headlamp systems, you can use the available relay kits sold by suppliers such as Moss, but be sure to provide a different fuse. If you would rather not, then another solution would be to purchase two of their relay kits and wire one for each side of the Stag so that each only operates two headlamps. You could also buy relays from an auto parts supplier such as NAPA or Amazon and make your own set-up.

Final Thoughts, Some Numbers and Sources

I'd suggest that a good starting point would be to remove the outer right side headlight and measure the voltage to its socket, compare that value to the voltage at the battery. Do the same for the tail lights and brake lights. Then, depending on how much voltage loss you find, decide what, if anything, you will do to remedy the loss of light voltage. For the headlights, add halogen lamps and relays, use a correct size fuse and heavy gauge (10 or 12 AWG) wire to bring them power.

A good place to get power for the headlights is to run a 10 AWG wire from the starter solenoid (using a ring terminal on the post with the main battery cable) to the front of the Stag for the relay power supply. Run the wire along where the inner fender and the firewall meet, next to a section of original harness already there. Put a fuse or circuit breaker somewhere near the brake master cylinder where it would be easy to find and reach, write down its size and location in your repair manual. Then fish the 10 AWG wire through the inner fender cavity to the front of the Stag to power the headlight relays. It would be good to use a correct color code wire for this, or at least choose something that has a logical relationship to the Lucas wire color codes. For mine, I chose brown with a blue tracer, and decided to

hide the re-lays—mounting them outboard of the horns behind the left-most headlight. For any holes you may drill to mount the relays or anything else, be sure to take steps to treat the bare metal hole to prevent it becoming a future rust generating opportunity.

Depending on what the voltage is at the tail lights, you might consider LED bulbs where you'll get the brightness output so long as the voltage requirements are met. LEDs draw very little power and will be bright even with low voltage so long as their voltage range includes what you measure at the socket. Stag tail lights use the same bulbs as a TR6; you can use that when searching on LED bulb websites such as Super Bright LED's (superbrightleds.com), LiteZupp (litezupp.com), and Classic and Vintage Bulbs (classicandvintagebulbs.com).

A source for correct color coded wire supply that I use and rather like is British Wiring (britishwiring.com); for heat shrink tubing, modern connectors, and nice crimping tools I use West Marine (westmarine.com). If you would like to replace the headlamp pig-tails, British Wiring sells them already made with correct wiring, sockets and seals for the TR6 which are the same for the Stag; just get four of them, they fit nicely into the headlamp bowls of the Stag too. When selecting wire gauge, be sure to consider its length as well as its current carrying capacity with less voltage loss in larger wire over its length. The maximum recommended regular current load for various wire gauges: 10 AWG – 32 amps, 12 AWG – 24amps, 14 AWG – 20 amps, 16 AWG – 15 amps, 18 AWG –

13amps. For AWG wire ratings, doubling the area of conductive surface in wire decreases the AWG gauge by three, 12 AWG wire has double the conductive surface of 15 AWG, though you're more likely to find either 14 or 16 AWG wire available for purchase. The point is the mathematical relationship in AWG wire gauge numbers.

The original headlight and light systems are challenged due to their age and the natural



Michael placed the relays controlling his headlights adjacent to the horns, hidden behind the left outer headlight. Another part of Michael's electrical project was to add a relay to the relay panel so that the headlights only have power when the key is turned on. The gold resistor visible just above the lower horn is for daytime running lights.

degradation of electrical connections. Many older vehicles have less than 50% brightness of their lamps, and their owners don't realize it. It isn't difficult or expensive to make the Stag safer, more visible to other drivers and

to provide better illumination for ourselves. Measure the voltage at the headlamps and tail lamps and brake lamps, compare that value to the battery voltage measurement, and then see how much power is lost throughout the system. You may be very surprised. SN

This article is reprinted with kind permission from the STAG NEWS, the official newsletter of the Triumph Stag Club USA, and the author of the article. It appeared in the Winter issue, 2017, Issue 94, pages 4-6.



An Example of the Moss Motors Headlight Relay Kit (see www.mossmotors.com).

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Valley of Fire Run—Hosted and submitted by Jim Oswald. Photos by AJ Dowden



It was a cool windy Sunday morning. We drove our cars into the forgotten desert canyons, a distance beyond current time and civilization, winding our way between leagues of wild flowers. The British Club (with the Motorcycle club) gathered in a CVS Pharmacy parking lot near Sunrise Mountain. With a breeze in the air and a view of the City below, we started our engines. Jim Shope took off first. He has lots of energy and his gas pedal channeled it. Chasing that little green Healy became the objective. I cannot speak for the

other members. Jonas was in my rear view mirror as my Blue TR4 traced along the road like a rattle snake slithering down a rocky canyon wall. Motorcycles passed with waving leather hands. These were Bill Wellbaum's buddies on their Triumph motorcycles.

The red sculptured stones reflected in our windshields as we lined up to pay the National Park checkpoint. This was the Valley of Fire. Bill Wellbaum briefed us at the beginning of the trip to drive around this loop hole. Jonas was behind me checking his 3 wheeler for noises and asked me for a beer. I forgot to thank him for fixing my Triumph a couple of weeks ago. It took him 10 minutes to fix a gas leak in my carburetor. The Blue TR 4 drove like a dream. I owe him a beer. I did not have one in my cooler.

We drove into a picnic area called the "Seven Sisters", seven pillars of stone reaching for the sky. Tourists adored our British Cars.

It was nice to spend some time with fellow members while eating between the rocks. Brett Harris brought his cousin Holly. She was very nice. AJ Dowden, a new member took pictures. Steve and Alyson, Simon and Jane, Bill and Pilar, Andrew and Sandy, Mike and Linda, David and Clara and our motorcycle friends made this trip a wonderful experience.



Brett Harris, his cousin and Sandy and Andrew Lashua



The beautiful red rock formations around the event



Jonas Payne flanked by the Brit Iron Rebels' bikes



We invite all those who have an interest in classic show cars of the past to visit our Railroad Pass Show Cars and enjoy viewing our beautiful new show car venue. Our goal is to bring you into the era that has become fond memories or that excites others by viewing the great history of the automobile.

If you are in the Las Vegas or Henderson area, stop by and check us out!

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May 2017 General Meeting Minutes

[The minutes are also posted to the website](#)

Membership Meeting—4/30/17

Call to Order: 9:02 AM


Sandy Lashua – President

Welcome New Members & Guests
 Brian Naas – He has a 1978 Triumph Spitfire and has lived in Vegas most of his life.
 Welcome back Ron Bonelli
 Update on Bill Wellbaum – Bill is doing fine. He broke 4 ribs, his clavicle, ankle, and is not allowed to put weight on his foot for 6 weeks. Pilar is nursing him back to health.
 President's Message – Sandy Lashua
 There will be a guest speaker from Hagerty Insurance.
 Laurie Rosenau resigned as treasurer. Dave Ogle will take over as approved by the board.
 Pat Klenk and Kate Payne are the new Spanner editors. Please send any comments, questions, and suggestions to them.
 We have been invited to a taping of the premier of Top Gear America at SpeedVegas on Mother's Day, May 14 at 8:00 am. A head count needs to be submitted by May 1 at Noon. A sign up sheet is being passed around.
 Dan Stillwell has free MGB oil filters and gave them to Sandy to distribute.
 Ron Bonelli has contact information for Herman van den Akker, the expert for Triumph TR3-TR6 5-speed Toyota transmission conversions.
Jim Oswald – Vice President
 Treasurer Report –
 March – Balance \$8,508
 Income : Raffle – \$135; Events – \$340; \$55;
 Other – \$70: \$61.56

April – Balance \$8,100.66
 Debit
 Insurance – \$300; Secretary of State – \$50
 Renewal – \$50
 The club has changed to a new style of checking account with higher security. It requires 2 signatures.
Upcoming Events
 May 7 – Kingman/Route 66 run. Meet under the Fiesta Henderson sign at 7:00 AM.
 May 13 – Mother's Day Brunch – Piute Club no longer does a public buffet on May 14. This also allows mothers to spend their actual Mother's Day with family, instead of the club. Price TBD.
 June 10ish – The Seminatore's will be hosting the Mount Charleston Lodge run. Bring your furry navigator.
 July – Maybe a club dinner at Haufbrauhous
 August – 51's Game
 September 10 – The Seminatore's are hosting a meal at Mountain Falls Country Club in Pahump
 September 24 – Triumph Fest in Flagstaff AZ. Little America Hotel is \$135.00 per night. Book Soon
 October – Possible rally
 May 20 – Chris Nedan, President of the MINI club invited us to join their MINI Vacation Car show at Silverton Casino. Show starts at 10:00 AM.
 May 6 – Boulder City car show.
Past Events
 The Highland Games was a fun success. There were 14 cars and a Triumph motorcycle. The 15th car didn't make it and Suzie's Austin Healey 3000 may have earned her the paddle if Jim Shope chooses to give it up. Suzie and Allan arrived in their Cadillac.
Jim Lefler – Officer at Large
 Points order: Al Seminatore, Jim Shope, Bylars,

Wellbaum, Schneider.
Brett Harris – Secretary Nothing to report
 A good friend who is the Secretary for the Las Vegas Pride organization wanted me to ask if the club would be interested in participating in this year's LGBT Pride Parade. It's an evening parade on Friday October 19th. He said that he would put us in the beginning of the parade so the cars don't over heat. I will get more information.
 4 members expressed interest.
Steve Kennedy – Name Tags
 Has name tags for: Kraft, Lopoplo, Perkin, Jackson Anderson, McGaw, and Maden.
Guest Speaker
 Alex Kleymann – Hagerty Insurance
 Classic car insurance gives a better payout
 Submit an appraisal
 Most plans allow 3,000 miles per year
 Atomic Motors offers \$100 appraisals
 The car does not need to be garaged
 The rates are so good because classics are typically babied
Sandy – Closing
 Sandy has flyers for Shirtz Logoz & Promoz.
 If members would like cotton t-shirts with the club logo, there needs to be a minimum order of 24.
 The May meeting will be 1 week early on Sunday May 21 due to Memorial Day.
Jim Shope – Raffle Master Extraordinaire
 \$95.00 in
 \$50.00 to the club
 \$45.00 to the club
 Winning ticket 557427 to Bonnie Brown

Adjourned 9:47 am



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Board Meeting—5/10/17

Call to Order: 6:21 pm

Attendees: President Sandy Lashua, Vice President James Oswald, Officer at Large Jim Lefler, Secretary Brett Harris, Spanner Kate Payne, Nelda Lefler, Jonas Payne
 Opening – President Sandy Lashua
 Vote on a link in the website to Shirtz Logoz & Promoz.
 Sandy feels that it would open the door to other companies wanting a link, as well as, providing free advertising. Maybe make the link only go to a club exclusive part of their website?
 Add selling grill badges to the website.
 SL&P has a \$90 silkscreen fee. We would need to keep stock.
 The board voted against adding a link, however, it's open for future discussion.
Presidential Terms
 The board discussed whether to re-write presidential terms to do away with the VP automatically becoming president. Argument for keeping it a 2-year VP-President position is that it trains the incoming president. Argument against a 2-year position is that it may be too long of a term for some people. A possible compromise would be that the president must have served on the board previously but not necessarily consecutively.
 A proposal will need to be presented to the board and the

membership to amend bylaws on presidential terms.

Paddle Rules The paddle rules will be placed in the Spanner.
 Kate mentioned making a Spanner article with the 25 year history of who received the paddle and why.
 May 13 – Mother's Day Brunch—12 people have RSVP'd. It will be an open buffet
 June 11 – Mt Charleston Lodge—Honor fathers for Father's Day—Drawing for a Grill Badge
 July 14 – Hofbrauhaus
 July TBD – Simon and Jane
 James event – Beat the Heat?
 August 15 – 51's game
 May 4-6, 2018 – Kingman RT66 run—Check calendar for conflicting events in the area. Buy/Write Thank You notes for places where we've held events.
 Non-Sanctioned Events—Announcing in Open Forum is fine—Spanner/website – a section for "Other Events" can be made.
 Non-Sanctioned Events must be of interest to the BAC membership.
 Clara Ogle agreed to write a suggestion file for hosting events.
 Bill Wellbaum's hard drive crash caused the membership car and birthday lists to disappear. Kate Payne is trying to rewrite the list and will be contacting the members.
 Treasury Report – Jim Oswald – April Beginning Balance

\$8,473.66. Income \$135.00,
 Pay Pal Income \$48.25, Expenses (\$351.75). Total Net (216.75) Ending Balance \$8256.91
 Officer At Large – Jim Lefler -
 The bylaws voted on by the board included the following: -
 Board and General Membership meetings will be held at least 9 times throughout the year. The Spanner will be published at least 10 times throughout the year.
 The board may present a possible change to the membership to vote on changing the bylaws to state that the Spanner will be "printed" as opposed to the current "published". The board believes that a majority of members still enjoy receiving a paper copy and may not go to the website as much. Due to printing and postage costs, trying to condense the Spanner to a quarterly printed publication will be more expensive than the current arrangement.
 Standing rules for the following articles will be amended and submitted to the Webmaster to update the files.
 IX – Dues: Renewal Invoices will be sent out on or about November 15th of each year. VI – Board meetings: removal of "Executive Meetings" IV – Elections – All people on the Membership List shall be eligible to vote.
 Adjourned 7:55 PM



Upcoming EventsMay 2017

21th 9am General Membership Meeting (one week early this month due to Memorial Day)

TBD Hofbrau House or Town Square restaurant-Host Needed-Contact Jim Oswald

July 2017June 2017

10th 11 am— Mt Charleston Run— Dog Friendly, food and fun on the patio. 5375 Kyle Canyon Rd.

30th 9 am—General Membership Meeting

August 2017

14th 6 pm - Board Meeting, location TBD

TBD 51's Baseball Game

18th Anthem Car Show (details TBD)

September 2017

25st 9 am - General Membership Meeting

21-23rd Triumphest-Flafstaff, AZ

Check the website, your email box, or email Jim Oswald for updates. Email the Editor if anything is missed.



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