



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

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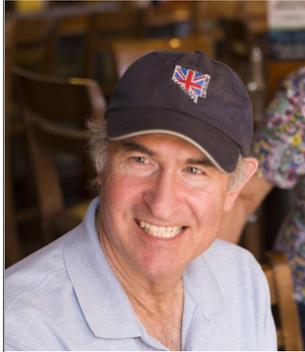
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President's Message

By James Oswald

What can I say members! Your participation is bringing this club to a new level. April, May and June are fully scheduled with Car/Social events. A special thank you to Hosts! The summer is always so hot! Well, we have some cool events in the pipeline. Please see our website for more information. (www.baclv.org)

The Board is working hard to increase the joy. Michael and Rosie (VP) have been working with Hosts on improving RSVP replies.

RSVP's are so important to predict the resources needed for planning an event. Another project includes welcoming new members to the club more efficiently. A Welcome Kit created by Bill Wellbaum and Steve Kennedy lets new members know that they have started a new journey and will be part of something special. Hap Polk and Margaret Klenk are always improving the Website with content and pictures. The Spanner (newsletter/magazine) is always upgrading thanks to Kate Payne, Pat Klenk and members writing articles. Many pictures in the Spanner are taken by Hap Polk and AJ Dowden. Any members that want to help produce the Spanner may inquire.

Hey, Let's have fun out there! Bring your British Cars!



RSVP for an Event
See what the BACLV is doing
Look at the photo gallery
Need technical help
Past issues of the SPANNER

Want to join the BACLV
Have a comment to share
Go to BACLV.net and find what you are looking for



Sharon and Joseph Adashek showing off their Austin Healy and 15 year member pins.

Cover:

The St. Patrick's Day line up of British machinery at the upper deck of the Springs Preserve. Some really great cars up to the challenge. Photo- Pat Klenk

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 .

May Birthdays

- 1/ Dick Schneider
- 3/ Ray Tozzi
- 15/ Sallie McClary
- 17/ Cat Biler
- 28/ Jim Oswald
- 31/ Steve Kilgour

May Anniversaries

Bill and Katrina Goodman

Missed your Birthday/Anniversary or get the date wrong? Please email: baclvspanner2017@outlook.com so we can update our list.

Missed a Membership or Board Meeting? You can read the Meeting Minutes on the BACLV website in the Members Section. Email baclv1990@outlook.com for password

In memory of (Phillip) Bruce Carpenter



Phillip Bruce Carpenter

We are sad to share with you of the passing of Mr. (Phillip) Bruce Carpenter, a long standing member of the British Auto Club of Las Vegas. Bruce was known to us as a quiet gentleman with wide and varied interest. Bruce served his county in the United State Marine Corps. He was a holder of single and multi engine pilot's licenses as well as a glider pilots license. Our sympathies go out to Anne Marie Lardeau for her loss. If the club can be of assistance, please call upon us all.



Bruce Carpenter and Anne Marie Lardeau at the BACLV Christmas Party 2017



Bruce Carpenter's E Type Jaguar

From the Editor's Desk

Kate Payne & Pat Klenk

April, and now May have been very busy months. Something about Spring here that is really refreshing. It is the best weather we have in Las Vegas. Not too hot, not too cold, but for the BACLV Goldie Locks, and our temperature sensitive, under-cooled, British cars, just right. It is a time to employ the drop-heads and let the breezes blow. Well it will last about three or four weeks and the temperatures will find their way into triple digits. Then our cars will find their way into the garages and it will be time for the maintenance routines to begin. Being on several different British car web boards, it is humorous to read the posts from the people back east and how they are finally able to get their cars out and drive them after a long winters sleep. They have changed fluid, checked tires and the more aggressive have reset timing, adjusted the SU's and lubricated the bearings.

Well lets not be like them, or 180 degrees like them.

Lets take the time during the rest of our Spring to drive, but lets not put our LBC away at the end of the season. Instead lets keep them out and find some early morning hours to stretch their legs. Some have commented that June through the end of September (even into October) is a slow time for us. We bet that this can be a fun time for the BACLV membership.

Michael and Rosie Johnson have proven their organizational abilities are second to none. They are willing to help guide us through the



1987 Lotus TurboEsprit—It is a Lotus, everything works, it goes fast and it a fine example of British engineering and power to weight, she is missed

events that will keep us all out and about. We urge you to take the plunge, try an event. It does not have to be big, ease into it. Have an idea, run it up the flag pole and see who salutes. You would be surprised at how many people sign up. This year has been really active and people are enjoying doing things together. Give Jim Oswald a call, or Michael Johnson, go to a Board meeting or let the Board know at a membership meeting.

We all like our LBCs, we love to talk about them, whine about them, tell stories about them and certainly exaggerate about them. So why not share your habit with others that have the same crazy bug—at all levels.

So you do not think me too big a fool, here is

my LBC love. The one that got away. Shakespeare could not do it justice.



5-Speed Maserati-Citroen gearbox mated to a 215 horsepower engine, it wraps around and makes you one

David Ogle's TR6 Engine Rebuild Project Continuing from March 2018

Article by Jonas Payne, with Bill Wellbaum. Photos by Jonas Payne, unless noted



The crankshaft with the piston connecting rod after being torqued down and released with the Plastigage inserted in the connecting rod journal



Bill Wellbaum: This is what PlasticGage thread looks like after the bearing cap has been torqued down and removed. The width of the smudge is compared to a chart and shows this bearing clearance to be within standards. April 8th

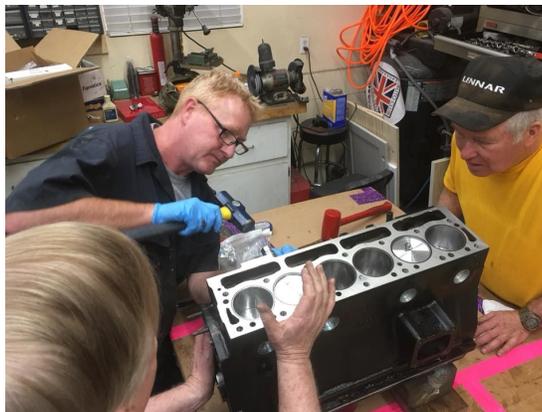


Jonas Payne:

David picked up his parts from the machine shop and we planned to have another work day on April 8th. The call for volunteers went out and Bill Wellbaum, Jim Shope, David and I met to turn some wrenches.



Dave Ogle handling the torque wrench



Jim Shope adds a hand to Dave Ogle and Jonas Payne in the engine re-assembly process



With a gentle tap, and a piston ring compressor in place, the new pistons slide into the cylinder bore

Payne: Made great progress today, all machined tolerances are excellent, pistons and rods balanced beautifully, and we got the crank, pistons and oil pump in. April 16th.



The engine assembly process in action, torquing the cylinder head—April 15th—Photo courtesy of Bill Wellbaum



One more click of the torque wrench will do it! - April 15th—Photo courtesy of Rick Dusek

Editor's Note—This is a continuation of the Tune and Tech event from last month where Dave Ogle's TR6 underwent "heart surgery" where a massive crowd extracted the engine from Dave's car. The engine was designed to be a six cylinder vehicle, but alas was only able to summon four of the six to rally and provide the power needed. The Tune and Tech session as a tour de force with 22 members watching, wrenching, wicking coffee and offering advice. By this massive effort it was found that cylinders 2 and 3 were in need of resuscitation, there were worn thrust washers. The day ended with the parts gathered and the shipped off to the machine shop for them to resurrect the block and cylinder head, new parts secured and recollected. All the bits were scheduled back and it was hoped that the reassembly of the engine would occur sometime before the end of April.—PK

St. Patrick's Day Rally—The Sin City Mini Club Wins Again

By Margaret Klensk with Photos by Hap Polk and AJ Dowden

The annual St. Patty's Day Rally was another successful BACLV event sponsored by the BAC and organized by Pat and I, the default 2018 rally master and mistress. The winner of the 2017 rally was a couple from the Miata club who rallied hard last year to either come in first or third, but certainly not second. While they declined to put on the rally (no worries), they conveyed their apologies for passing on the role of rally masters, produced the "trophy" from their garage, and wished us well.



A couple of the car at the starting gate of the St. Patrick's Day Rally—maybe not British?

Pat conjured up the route to rally around the northwest part of the valley, hitting some Vegas points of interest, and ultimately winding the drivers and navigators to the Springs Preserve and Devine Café for the rally's end. With Bill Wellbaum's help, the route was fine-tuned, they added the sometimes-controversial questions (rule of thumb: the rally master is always right), and the rally was ready to go. As rally mistress, I performed quality control by first downing Dramamine, then navigating the route as a newbie, double-checking turns, and challenging the rally master on dubious directions or questions (remember the rally master is always right?). With all the boxes checked, we were ready to put on the show.



Corvette and Bel Aire Wagon—Some of the American "Iron" at the starting line

The rally started in the northwest part of town, and if you didn't rally this year, I'm sure you were much warmer than us as it felt like a historically cold morning in the northwest. We surprised the West End Boyz and their muscle cars at their weekly show & shine as we descended with our British cars. It turned out to be a great starting location - lots to look at, and the interest in cars went both ways. In fact, a

few Boyz considered participating in the rally, that is until someone told them about the dreaded second place prize.



Keep telling yourself it is warm here in the desert Kelly and Kevin Tourek, someone will believe it

After much kicking of tires and downing of warm coffee, the rally master gathered the group together, explained the dice run, passed around instructions, lined the cars up, and sent them off in 4-minute intervals. Among those drivers and navigators were two members of the Sin City Mini Club - Dave and Chris (they join us each year). A few drivers had no navigators - they were taking this on solo. Apparently the timing of the intervals didn't help because, as we heard later, most everyone ended up together at the first red light - a strategy which may have greatly benefited those who dared to go at it alone.



The Line-Up and Start to the St. Patrick's Day Rally

This was a high-low Dice Run, a prize given for the highest count and lowest count. The first roll was at the start, and the last at the rally's end. In the meantime, drivers found themselves at three separate stops manned by our helpers, the Ogles, Wellbaums, and yours truly, where the rally teams rolled the dice.

The final stop of the rally was at the Springs Preserve's Devine Café where we



Our View From the Springs Preserve's Devine Café

set up on the back porch under heaters. The porch has a great view of the Las Vegas valley. We found ourselves in the company of many members who declined to rally but embraced an opportunity to support their fellow club members in their quest to win - first place or third place. Also on the porch were members of the Antique Auto Club of Las Vegas (small world). So of course, more stories were swapped.



The 2018 St. Patrick's Day Rally

Rally teams began to roll into the Preserve right on time, and Pat directed them to the upstairs parking lot where we had a little space of our own set up, they were then ushered to the restaurant to trade in their rally sheets for lunch and a cold one.



The Arrival Of the Intrepid Ralliers at the Springs Preserve

(continued on page 6)

(from page 5)



Lovely Day on the Patio at the Devine Café to Tell Tall Tales of Heroism and Valor on the Rally - Rosie Johnson Challenge of What to Order



Come on, Steve Kennedy, Stop Taking the Rally SO Seriously



The First Place Winners, Dave Tunison and Chris from the Sin City Mini Club



And the Lucky Second Place Winners Are..... Wait For It..... Steve and Aly Kennedy with the Esteemed BACLV Traveling Trophy (Watch Out for the Oil Leaks)

Members dined, stories their swapped, and the tension mounted – who would win this year? The quality control person and her crack team, Michael and Rosie Johnson, calculators in hand, completed tallying the rally sheets, looked up, and said, "We're ready". After a drumroll, we announced the rally winners: first place went to Dave Tunison & Chris from the Sin City Mini Club; the coveted or reviled (you be the judge) second place to Steve and Aly Kennedy; third place, after a nail-biting, tie-breaking dice roll between the Tourek's and the Hanley's – to the Hanley's. We also had prizes for the dice roll - Highest

roll to Jim Oswald and lowest roll to the Hanley's.

Each year, the club looks forward to the St. Patty's Day Rally, and each year, by hook or by crook, we pull it off. We'd like to thank the drivers, the navigators, our helpers who manned the stops, those that braved the cold to take pictures (thanks AJ and Hap), and everyone who joined in to dine, support our club, and cheer on the rally teams. We're already eagerly looking forward to next year's rally, and I know from personal experience, they will not have to go it alone.

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Want more BACLV updates and photos? Join our Facebook Group...British Auto Club of Las Vegas (request to join the Club's FB Group)

As reported by Jonas Payne:

Brett Harris came out today to do a broken bolt extraction from the rear inspection plate on his MGB. The operation was time consuming and fiddly, but with help from Steve Kennedy and Cole Payne, the operation was a success and Brett hopes to not be "oil slicking" the Westfall's Lotus on our next drive.

The Highland Games 2018 Car Show

By Jonas Payne—Photos by Hap Polk



Let the Highland Games Begin!

This year was our 4th to the Highland games and our best yet, it was a resounding success and a great time was had by all who attended. This year's recipe for success can be summarized as follows:

Attendance – We had over 50 attendees this year, representing the BACLV with 24 cars and 5 motorcycles. Outside of club meetings, this is about as many club members as I have ever seen at an event. The more the merrier.

Weather – We could have asked for a better day, but we wouldn't have gotten it. In years past, we got cooked, we got frozen and we got blown away. This year was perfect – low to mid 70's without a cloud in the sky and NO WIND!



The 2018 Highland Line-Up

Fellowship – Once we are at the games, we pull up some lawn chairs, crack some beers and talk to each other. Nobody is on their computers or cell phones, and it is fun to interact with your friends. We crack jokes, "talk story" (Hawaiian Term) and catch up on a personal level that we just don't get an opportunity to do at more harried events or club meetings.



The second favorite thing the BACLV like to do

Kevin – The peacock was waiting for Shope the second he saw the first LBC pull in, and he didn't disappoint. He tortured Shope all day. They say peacocks can sense fear, and I believe them.



Kevin the "Attack Peacock" looking for Shope

The Event – The Games themselves are a spectacle, people in costumes, live bands, sporting events, food, beer, a regular carnival atmosphere. It's a great opportunity to see something grand and unusual.

I wanted to extend personal "shout outs" to the following:

Mark Newbold and Jim Hughes (Team TR3) – Mark was excited about debuting his newly restored TR3 at the games. The Sunday before, he hit a snag.....cracked brake line. Jim and Mark came over on Tuesday evening and we fabricated a new one. Wednesday morning, another problem – Transmission wouldn't shift into 3 or 4. Jim and Mark came back down to borrow a parts transmission I have here to source some parts. Turns out they didn't need them, somebody had left out the shifter cross bolt – 10 minutes after getting the interior out and cover off, Mark was in business. Thrilled to see Mark's car on the road.



Jim Shope and Mark Newbold have a deep TR3 discussion while avoiding Kenny

Joe Goldberg and Jim Shope (Team AH3000) – Joe and Jim have been working for a couple months on Joel's Big Healey. Four days before the event things didn't look so hot. Not sure what Joel did, but he pulled a rabbit out of his hat and surprised us all by meeting us at the rendezvous point with his fully operational Healey – Champion!



Wayne Hedrick looking very serious with his Big Healey

Rob Harris – We haven't seen Rob since the last Highland Games. Rob's MGB blew a radiator cap pulling into the games and puked coolant everywhere. Rob was like Mr. Freeze he was so cool. He was able to source another cap (while at the games!) and was able to make it home fully operational.



Rob Harris' MGB leaving a trail of coolant to prove its Britishness

Sandgrens – Ron was reluctant to bring his TR6 out in fear that it wasn't "ready for concourse", we assured him that it wouldn't be an issue, and that the important thing was to get out and have some fun. Well they came out, and I hope they had fun, because I really enjoyed getting to know them a little better.



Ron and Judy Sandgren brought out their TR6 for the show

Looking forward to next year, and looking forward to passing the torch to a new host.

Member Spotlight: Hap and Millie Polk

By Kate Payne and Hap Polk



Hap Polk is a member of the Photography Committee and makes an excellent Shepard's Pie

I have been asked to provide a biography. The first question on a bio is to start at the beginning or skip the boring stuff. The next question is to talk about one's self or the times. Never being afraid to bore folks, I was born in 1944 at the Fontana, California at Kaiser Steel Corporation's on-site Kaiser Permanente hospital. Medical services were provided free of charge to all Kaiser employees. We had "K" coverage, which meant that all costs, including prescriptions, were paid for by Kaiser. My first claim to fame was my medical membership number. I had 00000002988—that's equivalent to Medicare royalty. I was always treated as such.

Anyway, I prospered. Got my first job at age 11. After the Air Force, I got an MBA, joined KPMG accounting firm and became a hot shot with a key specialty in international banking. Bank CFO, a few corporate presidencies, and consulting thereafter. Have always worked until, well, I thought I had it made and stopped actively seeking consulting engagements some time ago. Millie is working still. She has a great job with lots of responsibilities. She is highly regarded.

When consulting to Donald Koll and his partnership with John Cushman, Koll-Cushman Realty de Mexico, I was introduced again to folks trying to sell rich individuals some strange high-yield investment facilities. Investments which the U.S. government historically and currently claim to be frauds. I was asked to investigate. I spent three years part-time on the task. I talked to a bunch of people. Made friends with most. The base question is what valid mechanism drives these high yields? Without the yields making sense to who pays them they will not exist and they are in fact frauds. The answer? The governments who entered into the 1944 Bretton Woods agreement which established the U.S. dollar as the world's reserve currency. The yields arise from charging foreign banks a penalty to restrain their creation of dollar denominated loans and thus dollar denominated claims. (Two-thirds of U.S. dollar denominated claims, money, are created and owned overseas). The penalty had to go somewhere. It was intended to go to the United Nations, but their corruption was/is so vast that an alternative was sought. So, some leaked to individual investors for mostly, later somewhat mostly, charitable purposes. It wasn't a rent on money yield. It was a cost imposed that had to find a home somewhere.

Anyway, with a bunch of other folks, I convinced a Brazilian and an Australian to invest with a Polish citizen in Geneva. I was

to receive a fee sufficient to retire on. But allegedly, some Polish politicians stole the money intended for Polish charities. The principal was falsely convicted of stealing the money—a conviction reversed a decade later. There went my reward but promises, highly likely promises, continue to this day.



Millie Polk at the 2017 BACLV Christmas Party

Back to life. Wednesday, I met a Mexican (wrong—Spanish) girl at the computer room at Cal State Fullerton. I was faking being a computer room proctor to get girls to talk to me. So, by this ruse, I met Millie. I asked her out for Friday. She agreed. That night I told my friends I had met the girl I was going to marry. So, I called her up and asked her to meet my family Thursday night. She AGREED. So, I scared her with my fast driving all the way to my parents' home, watched her being accosted by the family dog, fed her dinner, and took her home, anticipating our first date on Friday. Six weeks later I asked her to marry me. She declined. Six months later she said YES. Three weeks later we were married, and no, she wasn't pregnant.

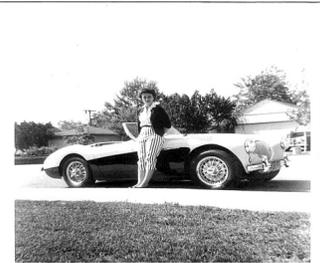
After 13 years of trying we got a dog; and Alan was born. So, we got another dog, and Hilary was born. So, we stopped getting dogs. We have been married 51 years now. Thank you, Millie.

So, what about cars? My father traded in a Hillman Minx drophead coupe with landau roof for a new Austin Healey 100M. He paid \$3,295 for it. It was his reward for after hours designing a new blast furnace for Bethlehem Steel Corporation. He was a great structural and civil engineer. And an artist draftsman. He gave it to me in 1961. Between us we drove it 44,662 miles as my daily driver. I got so many tickets in it I had to park it until my ticket history cleared up.

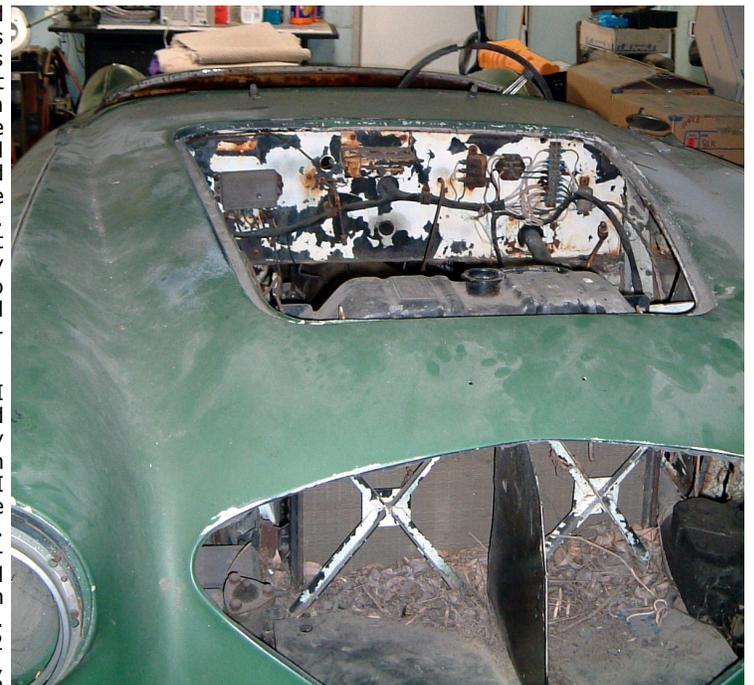
Being Healeyless, I drove a 53 Chevy and 54 Plymouth. Why two? Because each were so decrepit that I needed two so one would work at a time. The Chevy had a worn-out starter. So, I had two 6 volt batteries in series behind the grill. I would hook up 12 volts, started the car, disconnect the 12

volts, and drove off. Always forward because the Powerglide's reverse was so weak that it could not crush an empty beer can placed behind a rear wheel from a standing start. As for the Plymouth, it had a 3-speed manual with a torque converter instead of a clutch. The torque converter ran off engine oil, 12 quarts in total. The converter's bearings were so shot and the mainshaft so worn that it could not keep its seal's neoprene lip from grinding away over time. Since I could afford nothing, I would just replace the seal, leaving the real, expensive, problem alone. So, every few weeks, the car would dump 12 quarts—I bought oil in gallon cans—and I would pull the 148-pound transmission assembly. On a new seal I would trust it to see Millie, some 30 miles away. As days passed I would keep it closer to home. Between the two, I had one marginally reliable car. She married me anyway.

In 1967 I tore the Healey apart and started a ground up restoration. The Vietnam war and life interfered. It sits to this day. Back to Poland. I will restore the Healey when my consulting fee is realized. Fingers crossed.



Harlan (Hap) and Alma Polk with the 1956 Austin Healey 100. A great photo to pass down with the car.



The Polk 100 M

By Hap Polk

January 9, 2004, updated March 6, 2016

The Polk Austin Healey is a DHMCo. Warwick factory upgraded 100M "Le Mans" model BN2, chassis number BN2L232077, engine number 1B232077M, Jenson body batch number 5820, body number 13574, Old English White over Black. It was manufactured between January and February 1956 and thus is an "early" 100M.

The 100 "LeMans" was bought new June 21, 1956 by my father Harlan Arnold Polk from the local British Motor Corporation dealer, Jade Motors, 1729 East Holt Avenue, Pomona, California. He paid \$3370 for the car, \$3,545.80 with tax and license, California plate number CWS 975. He traded in a 1952 Hilman Minx drophead coupe. He financed \$2,200 at his credit union for 9% interest for 30 months. The payments were \$73.00 per month.

About 640 factory 100M's were built. The factory also offered aftermarket 100M upgrade kits. Apparently, altogether less than twelve hundred factory and aftermarket kitted 100M's BN1's and BN2's were sold. They varied in how "M" they were. The Polk 100M is the full Warwick factory upgraded BN2 "M" including the Warwick factory 100M grill badge and all 100M numbers on various engine and body pieces. According to the 100M registry about 200 factory 100Ms are left.

My father bought the Healey with some of the proceeds from designing (engineering) a new blast furnace for Bethlehem Steel. It was his reward. My father drove the Healey as a second car from July 1956 through 1959. My father and I would work on the car together, go to the Sports Car Club of America races at the Pomona Fair Grounds (I rooted for Ken Miles in his Porsche 550RS making mincemeat out of



Custom lithograph of BN2L232077 by David Townsend, Sports Car Art; signed by Gerry Coker.

Tipo 61 birdcage Maserati's on the tight Pomona track.), and the semi-organized street races afterwards, and truly enjoyed the car together. Nothing like a car hobby to turn father and son into buds. Later I became a stringer photographer for sport car races for the local newspaper - Reward? Pit passes.

My father gave me, Harlan Arnold Polk (junior), the car in 1960. I drove the Healey to high school during my 1960-61 senior year. What fun! I entered UCLA in fall 1961, leaving the car at my parent's home in Ontario, California. Later I went to Cal Poly Pomona where I picked up driving the Healey again.

AUTOMOBILE ORDER AND STATEMENT OF TRANSACTION

DEALER'S NAME: Jade Motors
 ADDRESS: 1729 E Holt Ave, Pomona, CA

DATE: 6-21-56

BUYER'S NAME: Harlan Arnold Polk
 ADDRESS: 18 N 3rd St, Ontario, CA

MODEL: Austin Healey 100M
 YEAR: 1956
 COLOR: Old English White over Black

PRICE OF CAR: \$3370.00
 SALES TAX: \$134.80
 LICENSE: \$41.00
 TOTAL CASH PRICE: \$3545.80

TRADE-IN: Hilman Minx
 TRADE-IN ALLOWANCE: \$2200.00

FINANCING: \$2200.00
 INTEREST: 9%
 MONTHLY PAYMENT: \$73.00

SIGNATURES: Harlan Arnold Polk (Buyer), Gerry Coker (Dealer)

35

- Restorations
- Maintenance
- Consignment

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Temple Bar Drive Hosted by Simon and Jane James

by Simon James/Photos by AJ Dowden



The hearing of cats by Jane and Simon James just before launch



Made it, all the British cars on the run ran without missing a beat, or a part, or some fluid, or.....

The run to Temple Bar attracted 6 LBC's and 2 daily drivers and a couple of apologies due to work and family commitments so a decent turn out considering it was Easter weekend. The convoy left the Fiesta Henderson and ran into traffic entering Boulder City so a detour through the town was made to avoid sitting in a line up for the traffic lights. Once back on the highway traffic was moving well and we had a good run to the turn off to Temple bar. We stopped at the turn off to re-group and wait for AJ who missed the turn because he was too busy sight seeing! There is a pay station about half way along the road but in all the times we have been down this road it has never been manned. I guess they just don't get the traffic to warrant someone being there.



Lined up and ready to go, finding their way to the Temple Bar restaurant on a beautiful day

Dean Barnes from Boulder City met us out there and took the road less traveled by

following the gravel roads in his Toyota Four Runner.



Taking in the view along the way, stretching the legs, and yes Brian Naas' bonnet is always up

The facilities at Temple Bar include a restaurant, some hotel units, a campground, and marina. It has to be one of the most relaxing places within an hour or so of Las Vegas and one of the best features is my work cell phone does not have service there. If you like camping and want somewhere close by without crowds this would have be one of the places to go.

Lunch was in the restaurant/cafe and ser-



On the road down to the water and the cool one, who could ask for better

vice was good and the food decent. It turned out this was the first day they were open for the season and they were still working out the kinks. The lady who was the manager seem to have it pretty much under control.

The drive back was uneventful which is always good when driving an LBC, there no contenders for the paddle.

Thanks to all who attended.



Judy and Ron Sandgren joined the run to Temple



Ready for the return run, and a nap after a good lunch



Good friends and a beautiful setting out the windows at the Temple Bar restaurant, WWW.BACLV.net

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George McHarris Austin Healy Restoration

by George McHarris and Jonas Payne—Photos by George McHarris



George's car has been sent to California for restoration after being declared totaled in an accident (see April 2018 Spanner for story). Car has been dismantled and now frame damage is clear to see and assess. The car will require a replacement frame, which is complicated by the fact that a Healey is a "semi mono-coque", which in layman's terms is a "partial unibody". A replacement frame has been sourced and now the hard work of salvaging the unibody portion and mating it to the

new frame can begin.

Note how far the passenger side of the frame has been displaced rearward. Had George been hit on the driver side, he likely wouldn't be with us today. The one piece steering column on the drivers side would have been pushed right into his chest (think James Dean). Unfortunately, many a Healey driver has been injured thusly. George leads a charmed life.



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CLASSIFIED ADVERTS FOR MEMBERS

The Board of Directors would like to solicit the interest of the membership in running a "CLASSIFIED AD" section in the SPANNER. This service would be at no charge to current members of the BACLV. The member would be responsible for submitting to the SPANNER all written text and photographs. This service would be for both cars for sale and automobile parts. This service would be limited to British cars and car parts only. The SPANNER co-editors will have final determination on included content and photographs.

UPCOMING Events

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

April 2018

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

May 2018

5th Cinco De Mayo/Kentucky Derby Party, Hosted by the Kennedy's, starts at 1:30 p.m., see the website

9th Monthly Board Meeting, Location to be determined, see website

12th Mother's Day Bruch, Hosted by the Wellbaum's, see the website for additional information

10th Tune & Tech—Michael Johnson & Jim Shope, location TBD

19th Valley of Fire Run, Hosted by Brian Naas, see the website for more information

20th General Membership Meeting, 9:00 a.m. at the Wildhorse Golf Club—Note the date change

27th Indy Party, Hosted by Couturier's

June 2018

2nd Mt. Charleston Run, Hosts are the Seminatore's, more information to follow

13th Monthly Board Meeting, Location to be determined, see website

16th Membership Mixer, Frankie's Tiki Bar, Hosted by the Klenk's, see the website for more information

24th General Membership Meeting, 9:00 a.m. at the Wildhorse Golf Club



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