



The Spanner

The official newsletter of the British Auto Club of Las Vegas



Photograph by ColinMB at English Wikipedia (Transferred from en.wikipedia to Commons.) [Public domain], via Wikimedia Commons

WHAT'S INSIDE:

President's Message	2	America's British Reliability Run	8-9
Editor's Desk.....	3	Garage Squad Style	10
Member's Page	3	Do You Know?	11
Tech Talk	4	Member Classifieds	11
Moapa Cruise	5-6	Upcoming Events.....	12
Austin Healy 100-4 Restoration	7		

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
jgreenozzie@yahoo.com

V.P & Events: Michael Johnson
mjohnson@eventdojo.com

Secretary: Brett Harris
m.brett.harris@gmail.com

Treasurer: David Ogle
camarofast@embarqmail.com

Officer at Large: Steve Kennedy
triumph971@aol.com

Appointed Positions

Newsletter Co-Editors:

Kate Payne

Patrick Klenk

baclvspanner2017@outlook.com

Membership Chairman:

Bill Wellbaum

wcbillbaum@cox.net

Tech Editor: Ron Couturier

roncouturier78@gmail.com

Webmaster: Margaret Klenk

BACLV1990@gmail.com

Mailing Address

BACLV

P. O. Box 90973

Henderson, NV 89009

President's Message

By James Oswald

Since the honeymoon is over for a newly elected President, I thought about showing the humble beginnings of my Triumph TR-4. It was in rough shape and must have been exposed to harsh Texas weather. Later, it was transferred to a restoration shop in Arkansas.



My experience with The Blue Car started one night when I was looking for a British automobile. The inspiration came after I remembered test driving an Alpha Romero Spider in college. I wanted something sporty with a stick shift. After looking at many TR-3s and Austin Healeys, I focused on this sleek TR-4, 1962. It was beautiful. It was too beautiful. Another bidder kept increasing the ante. I would never know this person. The next morning I

fought this irritating bidder till the last ten seconds. One more bid and it was mine! What a high price to pay!

Fed Ex Custom shipped it from Hot Springs Arkansas to Las Vegas. The covered truck was so big; I had to meet the driver in a large elementary school parking lot. The little TR-4 was in the back. One by one the driver backed out high priced Porches, Ferraris and other classic vehicles. It caused a lot of attention and many people stopped to watch. The driver was nervous because it was not the best side of town.

After receiving it, I upgraded to an electronic ignition. Soon after, all the valves bent and the engine was taken apart by an excellent local shop. The

mechanic replaced the freeze plug; the carburetor and the cam shaft. It took four months.

I was not a member of the British Auto Club at the time. Thousands of dollars could have been saved. However, It has been a great car ever since.

Thank you members for helping me learn more about my car. Joining this organization has been an interesting and fun journey.



Special thanks goes to Hank Spangler; Jim Shope; Jonas Payne; Wayne Headrick; Bill Goodman and many others that have commented and spotted little imperfections that needed work.

POINTS

This is an "unofficial" listing of points, thus far, for the year. It lists the top 10 points leaders. If you see a discrepancy, please contact Steve Kennedy.

	Klenk	1600	
	Tourek	1525	
Payne	3500	James	1350
Wellbaum	2600	Hanley	1200
Seminatore	2150	Couturier	1100
Naas	2025	Vaughn	1025

Cover:

TVR 3000S with some body modifications. It is powered by a Ford V6 engine that powered many British cars of the era. It was the last British car with side curtains instead of roll-up windows.

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 .

April Birthdays

6/ Pat Klenk
 9/ Susie Rosoff
 9/ Al Seminatore
 9/ Kenneth Baker
 14/ Millie Polk
 15/ Skip Yarena
 18/ Ron Bonelli
 20/ Harald Albrecht
 27/ Barbara Headrick
 28/ Ron Couturier

April Anniversaries

13/ Steve & Aly Kennedy
 16/ Ron Bonelli
 24/ Steve & Sandy Kilgour
 27/ Pat & Margaret Klenk

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

From the Editor's Desk

Kate Payne & Pat Klenk

It has been almost a year since we started our turn as Spanner Editors. We hope that we have lived up to the expectation set by previous Editors. We have heard from Members about things they liked, mistakes and suggestions for future articles. Please continue to let us know what you would like in your Spanner. If you have been thinking of dropping us an email...please do! If you have been looking for a creative writing out-

let...maybe you could write an article. Want to meet new members? Think about volunteering to write New Member Spotlights. Are you in the midst of a restoration? We would love updates with photos.

One new item this month will be an on-going serial featuring George McHarris' Austin Healy. The unthinkable happened and the car was totaled in an accident. We are going to follow the restoration and along the way, learn some vital information about the process of managing insurance claims, finding parts and managing mechanics.



Tune and Tech Garage Squad

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

New Member Spotlight

By Kate Payne

Lonny Baker and Sharon Franklin-Baker



Lonny, Sharon and Maggie Baker in their Spitfire

Month/year joined club: December 2017

How did you find the club?: Sharon and I were at a festival in Boulder City, I think it was the Wurst Fest, and there was a car show. I saw a TR6 with a BACLV sticker and looked it up online.

How long married? It will be 7 years this coming September

Little British Car(s): Make/model/year -- 1970 Triumph Spitfire Mk III

Is your car on the road? Yes

Is it a daily driver? I don't drive it daily but could do so

How long have you owned it? I purchased it in England in 2002

How did you come to love British cars? I was in the Air Force and stationed at RAF Mildenhall from 2001-2005. There are so many cool vintage cars on the road in England and it was the first time I was exposed to them and I was hooked.

Number of years in Las Vegas: It will be three

years on July 4th

Originally from: Tucson, Arizona but grew up mainly in southern West Virginia

Career or Hobby/Interests : Sharon and I enjoy traveling, camping (trailer), cooking and good wine

Favorite Club Event (or which you are most looking forward to): I enjoy the tech events and any trip to Boulder City.

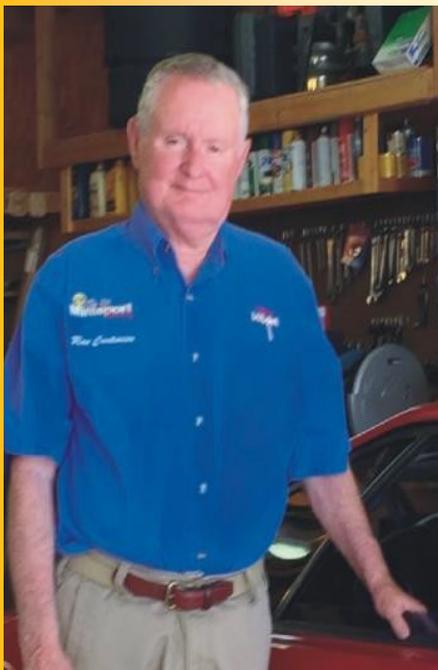
Kate Payne would like to profile you and your car for the SPANNER. Please contact Kate so we can all get to know you better.



Lonny Baker and his Airedale Terrier named Maggie in his 1970 Triumph Spitfire

Tech Talk

By Ron Couturier



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.

<https://www.baclv.net/tech-articles>

It has been called totally intense, bold, and stunningly aggressive by the press, automotive journalists and industry media. At a selling price of \$2.3 million, and a production run of only 24 cars, of which three have made it to the U.S., the Aston Martin "Vulcan" certainly fits into a very select market. This track-only "supercar" car made its public introduction on the 25th of February, 2015 at the Geneva Auto Show. Designed by in-house Aston Martin stylist Marek Reichman, the Vulcan is the lightest car ever produced by Aston Martin, weighing 2,976 lbs. Power comes from the company's potent, naturally aspirated 7.0 liter (427 cu. in.) V12 engine. The power plant produces a robust 800+ horse power. The enormous torque produced is transferred to the rear wheels by way of an XTRAC, 6-speed sequential manual transmission connected to a Multi-matic limited-slip differential. Performance numbers rack-up like this: 0-60 mph in 2.9 seconds, and a top speed of 224 mph.—at these speeds it would certainly make the adrenaline flow. Jeremy Clarkson, journalist and writer, who specializes in motoring, drove the Vulcan at the Eboladrome test track in Eng-

The Aston Martin Vulcan

land while taping the first episode of "World Tour", a TV Show which airs on Amazon Prime. His impression behind the wheel was that it made him feel like he was locked in a room with a bear who was thinking of attacking him

On the outside, the Vulcan has an all carbon fiber composite body featuring LED headlights, scissor-type upward opening doors at a



By Edvvc from London, UK (2015 Aston Martin Vulcan) [CC

fixed 12 degrees, ventilated hood, a rear diffuser (to suck the rear end down), and a brutally massive aft wing which produces an incredible amount of down force. The chassis is of an aluminum alloy. The car has a race-derived pushrod suspension with anti-dive geometry and is integrated by Multimatic Dynamic Suspension Speed Valve (DSSV) adjustable dampers and dual adjustable anti-roll bars (front and rear), as well as driver controlled brake bias and traction control. The massive brakes are BREMBO racing calipers featuring ceramic discs which measure 15 in. diameter in the front and 14.2 in. in the rear. The exhaust system is made from Inconel and titanium to save weight.

The Interior features a black theme constructed of mostly carbon fiber. The Alcantara covered Recaro bucket seats have been designed with pro racing in mind. The interior, with roll cage, Formula 1 three sided steering wheel, and all digital instrument display, screams "supercar". The digital instrument panel has all the essential information: speed,

rpm, oil pressure, lap times, fuel consumption, and live tire temperature/pressures. The black carbon fiber steering wheel was designed and produced as a collaboration between Aston Martin and bf1 systems. It features key functions which are arranged in a logical manner. Included are a red starter button, neutral switch, pit lane speed limiter, wiper speed control, ABS system control, lights, info screen selector, intercom button, plus a traction control switch. There are shift paddles attached to the back of the steering wheel so that they turn with the wheel and are always at the driver's fingertips. The car also is equipped with an air jack system and air conditioning.



The cockpit of the Aston Martin Vulcan

To my knowledge, only one of the 2.3 million dollar "Vulcans" is now fully legal to drive on the road in the U.K. This was accomplished by Motor Sports and High Performance Engineering Co. (RML group) in Wellingborough Northamptonshire, U.K. The list of necessary modifications to make the car street legal were, as you can imagine, quite costly and an engineering challenge. Here in the U.S., it is much more difficult to make a road-legal car if it didn't begin that way. To sum up the "Lightning Fast" Vulcan, you could imagine it would be like sitting in a rocket that was intoxicated with speed, sound and fury.



Aston Martin Vulcan—By Kevin Decherf from Nantes, France (Aston Martin Vulcan) [CC BY-SA 2.0 (<https://creativecommons.org/licenses/by-sa/2.0/>)], via Wikimedia Commons

MOAPA VALLEY WILDLIFE REFUGE – MARCH 10, 2018

By Hap Polk, article and photographs

The Paynes treated us to another new adventure in March. Kate and Jonas led us sixteen along some of Nevada's finest scenery to desert delights unknown to most of us. We left the Las Vegas valley at its upper east corner, traveling East Lake Mead Boulevard, over the pass skirting the Rainbow Gardens mastiff. On our immediate right was Frenchman's Mountain. The mountain traveled westward some 50 kilometers in geological time to dominate the Las Vegas eastern vista. Our caravan turned south toward Lake Mead's Las Vegas Bay, then eastward along the Gale Hills to the Bitter Spring Valley.



Mike Hanley and Jim Shope admire Jim's daily driver Austin Healy at the starting point.

We settled into a comfortable line up. The Paynes leading in their TR6, followed by Simon and Jane James in their TR8, then the Polks, Mike and Linda Hanley, Al and Lorene Lindahl in their Jag, Brian Nass in his Spitfire, Jim Shope in his green Healey, Brett Harris' MGB, and the Wellbaums in their TR6. Triumphs triumphed!

We stopped at Rogers Spring for a nature break. The hillside gushes some 400 gallons a minute of warm, amoeba loved water—do not swim or drink without boiling. Quite a spectacle.

We turned north along the eastern edge of the Valley of Fire—that's for another time. The Northshore Road brought us to the Moapa Valley. The valley, centered on the Muddy River, is home to some 7,000 residents in the towns of Overton, Moapa Town, and Logandale. Overton has magnesite, kaolin and gypsum mines served by the Union Pacific. The deposits evidence the valley's ocean bottom origins. Retirees, along with a little farming, lots of horses, and community members serving the community appeared to make up the rest of the local economy. The large Mormon churches were accompanied by several other houses of faith. A quiet and, for some, perhaps an idyllic place to live. The police station was tiny, perhaps reflecting the life-style I remember from my Mormon grandparents in Salt Lake City—“Lock your door? Why?”

The Paynes throughout were thoughtful of every need. They had money for the Park Service booth if needed. They stopped so we could stretch our legs and engage in our favorite BACLV activity—talking to one another. They stopped if someone needed gas. Their thoughtfulness and experience ensured everyone had a smooth, stress-free time. Who knows, their trunk may



A spectacular view from the Moapa Valley Wildlife

have been full of fix it tools and parts.

The Muddy River originates in the Warm Springs Natural Area. There are five major thermal springs which create the Muddy River, three being within the Moapa Valley National Wildlife Refuge, our destination. The springs support unique species found only there, the Moapa Dace, the White River Springfish, the Moapa Pebblesnail, and the Moapa Riffle Beetle. We came for the Dace, an active, pale-green, slender fish, up to 9cm long. The Dace found themselves trapped when ancient waters receded. As the land dried, they were forced closer to the spring's origin, and into ever warmer water. Now they are a separate species found only there, who need 87- to 93-degree water. Wouldn't it be nice if we



Pilar Wellbaum, Jim Shope, Brian Naas, the Lindahls and Polks enjoy lunch and great conversation

were as adaptive in our own affairs as nature is in hers?

The U.S. Fish & Wildlife Service states: "The primary management objectives of the refuge are to restore the stream channels and springs to as near a natural condition as possible and to optimize available

stream habitat for recovery and delisting of Moapa dace. The springs are thermal in nature and have an average annual water temperature of 90 degrees Fahrenheit at the point of discharge. Water quality is good, although high in calcium carbonate. The Moapa Valley National Wildlife Refuge was established on September 10, 1979, to secure habitat for the endangered Moapa dace, a small fish endemic to the headwaters of the Muddy River system. Dace populations were in peril due to habitat destruction and modification. Competition with introduced species such as mosquitofish, shortfin molly, and tilapia also contributed to the dace's decline. However, as more and more habitat is restored and non-native species are removed, the fish has begun to rebound. Recent population surveys show an increase in numbers from recent years. As of February 2017, there were 1164 dace in the Muddy River system. Biologists say that there needs to be a stable population of at least 6000 to ensure the security of the species."



Jonas Payne, Brett Harris and Jane James ponder "what is it?"

The caretaker was very friendly and happy for our visit. The facilities were spotless.



A stop at Roger's Springs on the way to the Moapa Valley Wildlife Reserve

We all were happy to support her efforts.

We lunched at the refuge's picnic area. Jim Oswald joined us. As always, we had a great time visiting and yacking. The Lindahl's dog, Enzo, was incredulous toward the lizard sculpture. Our Italian cookies treat was appreciated. Afterwards we walked the along the spring's course with their informative exhibits. Millie and I trekked to the observation point at the ridge's summit. The views of the valley and far away Lake Mead were spectacular.

We returned home via Interstate 15. A good time had by all.



Brian Naas, Jonas Payne and Lorene Lindahl wander around the Wildlife Reserve taking in the natural beauty



Jim Oswald and Jim Shope discuss the finer points of the day



Mike and Linda Hanley take a moment to stop, relax and enjoy the peace of nature



A few walked across the road to see the Warm Springs Natural Area. Another great area. Jim Oswald and Simon James



Enzo Lindahl versus the Lizard statue, there may be a movie there?

Quiz Answers—1. Bill Wellbaum's, Jonas Paynes tires have a red stripe (ask Jonas what he did in 53 seconds?); 2. Rolls Royce 1954 Silver Wrath by Freestone & Webb; 3. The Adashek's 3000, bumper tilted up a bit and see the small dent; 4. Lotus Elite Type 14, 1957-63

- Restorations
 - Maintenance
 - Consignment

Free Coffee & Snacks on Saturdays
 Mon - Fri 9-6
 Sat 10-4

Atomic Motors
 Classic Cars & Restorations
 Henderson, NV

704 W Sunset Rd, Henderson
 1.5 Miles East of the Galleria Mall
702-826-3811
www.atomicmotors.net



George McHarris

A photo essay of pain: **George McHarris' Austin Healy 100 Restoration**

Commentary by George McHarris and Jonas Payne

On Early Sunday morning in mid -September I was cruising east on Craig Road on my way to meet some car guys that gather to "kick tyres and tell lies." As I approached the I-95 off ramp going about 20 miles a hour with a solid green light.

A "Speed Racer" driving an Celica (with a wing) came off the North bound off ramp and barreled through a solid red light at around 50 mile a hour without ever hitting his brakes. He was attempting to turn west on Craig Road. His maneuver culminated in hitting my Austin Healey nearly head on....then spun around hitting my rear wing (fender, not the elevated rear wing on Speed Racers).

Visual damage to the bonnet, grille and wing (fender) did not look too awfully bad, but....checking underneath, the impact severely bent the right main frame member. British Auto Club of Las Vegas member Bill Biler of Atomic Motors was kind enough to allow me to store my car at his facility until I could find someone who could repair all the damage with the Insurance money allotted.



A painful scene, George McHarris' Austin Healey with the offending Toyota Celica



The front wing (fender) damage, "didn't look too bad"



The delicate hands of a surgeon with precision tools are what is needed. Had to cut the frame members in order to allow the wheel to turn a bit



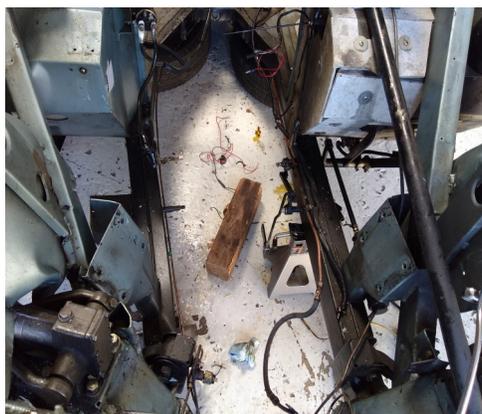
The "unseen" damage that could have ended the life of George's Austin Healey—the bent front frame member



Enter my good friend Terry Cowan who has a Resto Shop in San Diego "Terry's Toy Shop" who offered to do the job



Nearly head on impact caused right suspension top push back jamming into the frame members about a foot



Both main frame rails bent from front to rear



The disassembly of the front of the Austin Healy to uncover the damage to the frame is continuing

Editor's Note: George has kindly agreed to document the restoration of his Austin Healy 100-4. Fortunately, he was not badly injured even though his car was declared totaled. We hope that his story gives information on making sure that you have the right insurance and the right mechanics to handle the unthinkable with your LBC.

America's British Reliability Run

By Melody Laurel

Another year's America's British Reliability Run has come to a close. \$27,000.00 has been raised for New Jersey's Children's Specialty Hospitals, Neonatal Abstinence Syndrome Program and the Traumatic Head Injury Programs. These programs receive



no government funding and all of the proceeds will go directly to buying much-needed beds and other items, not funding the front office.



The America's British Reliability Run has been in existence for over 12 years. It is not a race. It is a time of fundraising, driving glorious B roads, fellowship and showing off our British pride and joys.

It was started in Detroit and ran for several years. Later it was brought back into Pennsylvania by David Hutchison. A year later the Colorado Run was added. New England and Washington DC were added this year. As of next year, 2018, there are hopes it will be expanded to Atlanta, Georgia, and Southern California. Please check the website britishreliability.org for more information.

Now on to my and Larry's portion of this tale ...

Our team name was "Finally Baby! ... Maybe?" Larry and I were hoping to take Baby the Spitfire on this run but her crankshaft



and block had a disagreement so once again the Spitfire was put in storage awaiting an engine rebuild. Last year she was in paint and got caught in a divorce process, no not ours!

Banshee, my trusty TR8, and mostly-daily driver was called into action not only taking me to work almost every day but also getting cleaned vacuumed and doted over. She

was called into additional service to go to local car shows bringing the message, flyers and asking for donations for the ABRR and this year's charity.

Banshee opened her Frenched doors and seats to the delight of many children. Showed off her not so stock v8 engine and most of the time had a small crowd asking questions of what she was. Banshee is in need of new interior; her headers need to be powder coated and overflow needs to be stripped to the shiny brass that is under the half-worn black paint. So, as you can guess we never took home any trophies, but there was always a thank you for being here or it is good to see that a TR8 was loved and being cared foremost of all driven.



At this time as well, Larry and I are also on the planning committee for the PA ABRR. Scores of letters for donations for anything were sent. Letter to artists, friend, and major corporations. Some came through - AD Music from England gave CDs for each car to enjoy, Lancôme Cosmetics gave a basket to one lucky lady co-driver. Two BJ's loca-



tions donated gift cards for snacks and water to keep drivers and navigators alike hydrated and happy. Commemorative blankets embroidered with the runs logo were the piece de resistance of each bag. Each car's goodie bags would be the most filled and largest to date.

On September. 21, the night before the run Larry and I were at David Hutcheson home putting the goodie bags together. A truck was packed with tables, bag's, ladders and all the accouterment for the set up at Caitlyn and Cody's in Quakertown, PA the starting point and end point of the run. At the starting point, caffeine and sugar (coffee and donuts) awaited all participants as the checked in. The car banners were a bit large so many creative ways were implored to make them fit small English windshields.

The run teams this year consisted of one late model Lotus, a plethora of MGB's and a



few MGB GT. Several big Jaguars, most of what is left of the local chapter of the Spitfire Squadron and two TR6 had joined this year's run. Rounding off the registrations were a few Austin Healeys, one Sprite, two 3000's and NB4. One Lotus Cortina and a very rare Triumph Sport 6. My apologies if I missed anyone.

This year's first-day run was from Quakertown to Altoona, PA about 200 miles. Lunch was at Skeeter's BBQ. Lunch was a relaxing respite with wonderful views out the walls of windows. A parking lot full of little British cars at one side and a delightful view of a lake on other.



The first overnight stop was at the Wingate By Wyndham which had secure gated parking. Dinner was catered at Lenny's Classic Car Collection. Pre and post dinner drinks were poured at a small British bar call "Shaken Not Stirred". The James Bond connection was not lost for there are several Aston Martins and Bond movie posters in the collection. The owner's tales of the acquisition of his collection of cars made for an enjoyable and interesting evening.

Cat lovers in the crowd were pleased as



well. The on-location rodent patrol of Aston and Martina (yes, he was Martin until a trip to the vet brought enlightenment that he is a she), were looking for a handout and an occasional scratch behind the ears.



Up the next day for the second leg was a drive of about 200 miles. Larry got us up an hour too early so the day was long. The

(continued on page 9)

(from page 8)

drive was once again beautiful twisting 'B' roads in the Pocono Mountains. First stop was cars and coffee at the Swigart Museum.

The local car club was present upon our arrival with a plethora of American iron, pickups, and several restored station wag-



ons (this makes my heart sing since most were abused). The ever-present Belair and a rat rod rounded out the mix. I am not really sure what the locals thought of our parade of Brits, but there were smiles and friendly conversation.

A quick trip to the museum let us know that small place has the world's largest collection of automotive medallions and license plates in the World! Many of the museum's cars are Concourse winners. They even have two Herby the Love Bugs! One is pristine, and one is a very-wrecked double. Our schedule did not allow us to stay long so Larry and I have made a note to go back and spend some more time there.

Off to a gas stop and off to the next set of directions. Thanks go to team "I Could Have Had a V8" for letting me cut in line as the 8's gas tank is on the right side! I at this point managed to lose the credit card, adding another thing for Larry to do - call the bank to replace it as well as giving me directions. I am quite certain that at this point he really wanted to tell me where to go.

As you can imagine the proposition of keeping 30 little British cars together is a

challenge. Add to that given personal interpretations of printed directions, and this



is like herding cats! Several scenic drives and several alternative drives were found to our next destination. All thirty cars thankfully arrived at the Pennsylvania Institute of Technology only an hour late.

The institute has one of the few automotive restoration programs in the country.

Everything from metal workings, interior, and steam engine rebuild are taught. This program has been used by the Swigart Museum on many of their concourse winners. The students are in the midst of several projects currently including a Packard, an MG, and a Porsche speedster at this time.

The Institute has an award-winning restaurant on campus, so the culinary arts class were asked to prepare a dinner for us of English classic fair. It made for the best meal of the trip. Classic British food with a flair!

Sated, we made our way to the Genetti Hotel for drinks, fellowship, and stalled-on-the-side-of-the-road stories. We also reminisced about our misspent youths as we watch the next generation of motor/petrol heads parade their Toyotas, Mazdas, and Mustangs down the main street. Some rites of passage never change. There is hope for the automotive future after all!

The next morning, after a delayed driver meeting, team "Keep Calm and Motor On" had a small hiccup. Our crack mechanic, Eugene, got out a hammer to fix the problem and declared "if a hammer won't fix it, it's an electrical problem". All British car mechanic shade tree or otherwise now have a new mantra!

The sun shone down on what was to become the hottest day of the trip, 95 degrees. The last 150 miles of this run promised to go well.

As we rounded one of the last corners Banshee started losing speed. This was not boding well. Pulling over I popped the hood and jumped out to investigate. Finding nothing visibly wrong and checking what fuses I could reach I opted to call my mechanic. Much to my chagrin, both Larry and I had no cell service.

A good Samaritan in a late model pickup let us use his cell. As I was talking to my mechanic, trying to troubleshoot the problem, team "Keep Calm and Motor On", Sandy and Bill Goble in their drop-dead gorgeous MGB, stopped to render assistance. As you remember their MG had caused a delay in the start earlier in the day. They had cell service, so the good Samaritan went on his way after many thanks.

The chase truck with the car of shame and our crackpot mechanics, Bill and Eugene were hopelessly lost some 40 miles off route. The phone with GPS that they were using had decided to have a major malfunction. Thank goodness they had a map, and after talking to Bill they surmised there would be there in 30 minutes.

Both MG Bill and I continued to troubleshoot to no avail. Even the owner of the driveway I was blocking hooked up the battery jump unit just to find the battery was not the problem. When the truck and trailer arrived, team "Keep calm and Motor On" bid us a fond adieu to continue on to Caitlyn and Cody's.

Much to all of our disappointments, nothing would start Banshee. The car of shame was backed out and Banshee was unceremoniously winched into the trailer. Into the car of shame for the last 60 miles ... sigh.

The car of shame this year was a late model Mini Cooper with a six-speed manual. I had forgotten how much fun they were to drive. I previously have owned several. No shame to drive it at all really.

No, I will not give up driving Banshee, my TR8.

We would like to thank Melody Laurel for her permission to re-print this article. We found this to be an interesting event given the reputation of the British auto and issues with reliability. This run is a drive we can all point to and say "see!". Perhaps the BACLV could consider something similar in the future—PK

LANDROVER • MINI COOPER • JAGUAR
SERVICE REPAIR PARTS ACCESORIES

EXTENDED WARRANTY APPROVED

- WE HANDLE ANY REPAIR OR MAINTENANCE....
FROM OIL CHANGES TO COMPLEX ENGINE AND ELECTRICAL SYSTEM DIAGNOSIS
- AND WE DO IT RIGHT!
EXTENDED WARRANTY APPROVED, WITH GENUINE QUALITY PARTS, SUPERIOR PERFORMANCE UPGRADES, QUALIFIED BRITISH AUTO MECHANICS AND STATE-OF-THE-ART SYSTEMS ANALYSIS FROM AUTOLOGIC THE INDUSTRY'S LEADING COMPUTER DIAGNOSIS SYSTEM

MENTION THIS AD OR THE SPANNER FOR YOUR **FREE** AUTOMOTIVE SAFETY INSPECTION

KENSINGTON MOTOR CARS
PH. 702.222.0444 3871 S. VALLEY VIEW, UNIT #4
WWW.KMCNV.COM

Tune and Tech “Garage Squad Style”

by Jonas Payne



Dave Ogle and Jonas Payne planning out the surgery on Dave's TR6

This is the first Tune and Tech session that we have done at my shop in several years. We had kind of gotten out of the habit of it, and frankly forgot how much fun they were. To shake things up, we did something we haven't



The patient, prepped and ready for surgery by the "Garage Squad" - photo by Hap Polk

attempted before - a major project. Inspired by the show "Garage Squad" in which a team of ace mechanics drives around and help peo-



Dave Ogle brought to his knees by the TR6 engine pull, surrounded by friends with words of encouragement —photo by Hap Polk



The "Garage Squad" ready to operate—yes it is a British car, and it does indeed have an engine— photo by Hap Polk

ple out with projects that have gotten away from them, for any number of reasons.

The subject of our session was Dave Ogle's 1976 Triumph TR6, which was only running on 4 of its 6 cylinders. I suggested that it needed a valve job, but Dave indicated that the car has somewhere approaching 200k miles on it and that a full rebuild was in order. This of course means extricating the engine and transmission from the car. This is a huge and intimidating project for most LBC fans, and most owners have never done it. Dave has done this a few times in the past, but no longer has the space or facilities to do it at home. Furthermore, many hands make light lifting.

We had 22 club members show up, which was outstanding. Bill, Pat, Jim and I have pulled and replaced more than a few engines and transmissions over the years, and Dave and Mitch know their way around a TR6 like their own back yard. Brett played contortionist and tackled the removal of the interior while Shope simultaneously started field stripping the accessories and removing the bonnet. We all got to spin some wrenches and when you are with this group, it makes the work fun. We were able to get the engine and transmission out, the engineless TR6 back to Dave's garage, and we were even able to completely dismantle the engine and pack it up for its trip to the machine shop.

We did discover that #2 and #3 cylinder bores were in pretty rough shape. Warn thrust washers at the rear of the crankshaft had allowed the piston sleeves to scuff the bore pretty badly. It did not appear that the engine has ever been out of the car or rebuilt.

We were able to get the engine bits off to the Machine Shop on Monday AM. The crankshaft is going to be turned .010/.010, the rods re-

bushed and shot peened, they block bored .020 and the head will receive new valve guides and seats and will also be "decked" to add compression and power to the Triumph Lump.

All of the new parts arrived on 3/9/18 and we are looking forward to getting the engine rebuilt and back into Dave's car before the end of April. We'll schedule another tech session to put everything back together.



Jim Shope, uh, where did this go? I know it came from someplace... - photo by Hap Polk



It's in there someplace Jim, keep on looking—photo by Hap Polk

The Tune and Tech sessions are one of the most popular events for the 'gearheads' in the BACLV. A special "Thanks" goes out to Jonas Payne for hosting these events in his very well equipped garage. It is a great time to hone your automotive skills, knowledge, find a bagel and swap a few lies with your fellow club members.—PK

Do You Know? By Hap Polk

This is an occasional feature for the SPANNER. Hap Polk has taken some thought and time to look at the British cars we all know and love—or do we see? They are some “general” questions and some dealing with cars in the British Auto Club of Las Vegas.

Can you give it a guess? Look at page 6 for the answers

1. What car is this detail of the glove box from?

Hint—They are made in Goodwood, West Sussex



2. Whose taillight section is this?

Hint—It is a 3000

3. To whom does this wheel belong?

Jonas Payne
Bill Wellbaum

Hint—He did not do it in 53 seconds



4. Can you name the make, model and type of this car?

Hint—They are all about “adding lightness”

**YOUR PROVIDER OF PROMOTIONAL PRODUCTS,
LOGO'D APPAREL & FINE AWARDS**



702.565.1522

11145 S. Eastern Ave. Ste.110, Henderson, NV 89052

Web: www.LasVegasLogoz.com - Email: shirtzzz@cox.net

WE DO ANYTHING AND EVERYTHING YOU CAN PUT A LOGO ON!

BACLV CLASSIFIED ADVERTISEMENTS

2004 Mini Cooper Monte Carlo

Anniversary edition
This is number 977 of 1000 made .
Supercharged 6 speed manual.
One owner , all records 75,000 miles. Excellent condition asking \$ 8,000 or best offer.
(Need an SUV to carry my artwork)
Steve Kilgour:702 260 1503



1989 Jaguar XJ-S, V-12 with 72,560 miles, Runs, drives and looks pretty good but does need some work and TLC. Asking \$5000

Contact: Jared Carithers (928) 757 5456, Jared534@yahoo.com



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.bacvl.net for updates](http://www.bacvl.net)

March 2018

31st Temple Bar Run, hosted by the James', 10:00 a.m. departure from Henderson Fiesta

April 2018

11th Monthly Board Meeting, Location to be determined, see website
 14th Highland Games hosted by Payne's, RSVP at website
 22nd St. George Run, Hosted by the Klenk's, Departing TBD
 28th Classic Drive-In Movie, Hosted by Brett Harris, check the website for more information
 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
 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
 10th Tune & Tech, Hosted by the Payne's, this is tentative, waiting for parts, more information to follow
 13th Monthly Board Meeting, Location to be determined, see website
 16th Membership Mixer, Frankies 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