



# 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.

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**President's Message**

*By Jonas Payne*

I had a pretty good day yesterday. I actually took a day "off", which more or less doubles the days off I've had so far this year. I started the day loading up tools and equipment for the Tune and Tech hosted by Dean Barnes, thank you Dean! The Tune and Tech went well, and I got to share the morning with good friends "playing with cars", which for the most part, means standing around talking to people, as we had more than enough qualified and interested members to do the heavy lifting. We were successful in our projects, which unfortunately is not always the case. It felt good to hang out with my friends and help somebody out.

I had intended to head to my office afterwards, but instead decided to spend a little time in my shop on some minor repairs and a tune up on my Triumph. For the last few months (or in some cases almost 2 years). I've been putting some of these little jobs off, being happy that the car was running despite the growing list of needs and constant little annoyances. It felt good to get something (anything) off of my ever growing "To Do" list, although admittedly, the list is so large now that yesterday's advances are equivalent to "sneezing in the ocean".

The time in the shop was limited though, just about 2 ½ hours, as Kate and I had plans to attend our 1<sup>st</sup> "Las Vegas Knights" hockey game, which we were very excited about. We have been caught up in the exploits of our home team, and have avidly followed the games on television, and have watched others enjoy attending the games with just a little bit of green envy. That said, last night it was our turn to get in on the fun, and all I can say is "WOW!" I have never been to a sporting event that had so much intense energy. Kate and I were absolutely blown away by the spectacle. It felt great to participate be part of the fun and share in our home team's victory after nearly 2 years of watching from the couch, and we felt proud of our adopted home town. VIVA LAS VEGAS!

At this point, I'm thinking, how could today get any better (actually, I was wondering when I could go to sleep) ?.....well it DID! We ran into Steve Kennedy at the 1<sup>st</sup> intermission, it turns out that the Kennedy's were there with the Klenk's, and Michael and Rosie Johnson were also at the game. By the time the game was over, I was exhausted. Long week, long day.....in general.....beat. Soon the group text and a query to see if anybody was interested in an after party at a nearby pub. BACLV members at an afterparty? Inconceivable! So, we ended up staying up way too late, laughing with good friends into the early morning. Despite wanting to "throw in the towel", it felt pretty awesome to spend an evening with dear friends.

So, as I'm sitting in my office on Sunday morning writing this, slowly, and quietly. Stalling and avoiding my "To Do" list, and very much still smiling through the haze induced by last night. I'd like to have more days like yesterday. I got to spend the better part of the day with great friends, we pitched in to help out some fellow club members with their cars, I got a little work done, and I got to see the absolute best of what Las Vegas has to offer.

The BACLV has multiple opportunities for great days ahead. Upcoming events promise time for you to get out with your friends, make some new ones, support your club, put in some time and get a taste of what the Las Vegas Valley and the BACLV has to offer.

**Want more BACLV updates and photos?  
Join our Facebook Group...British Auto  
Club of Las Vegas (request to join  
group), see what is happening, when and  
who is doing what.**

**Missed a Membership  
or Board Meeting?**

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

Email  
[baclv1990@outlook.com](mailto:baclv1990@outlook.com)  
for password

**Cover:**

*Jonas Payne and his nephew enjoy a brisk ride in his 3-Wheel Morgan*

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 .*

## Birthdays

### March

Yvonne Vamos  
Joseph Adashek  
Edward Baciak  
Harris Marshal  
Lonny Baker  
Robert Harris  
Glen Anderson  
Gary Martin  
Vicki Soderquist  
Lorraine Smith

### April

Kenneth Baker  
Jim Hughes  
Ron Bonelli  
Pete Yarema  
Daniel Stillwell  
Peter Soderquist  
Peter Szekeres  
Bruce Covey

## **WE NEED YOUR HELP!**

Your Birthday not correct, missing or not right month?

Your Anniversary not right? Married to someone you don't know? Wrong month?

We are reconstructing our Birthday and Anniversary lists. If it is not listed correctly please let us know -

Email Bill Wellbaum, Membership at -  
wcwellbaum@cox.net

### **BIRTHDAY**

Your Name and Month/Day

### **ANNIVERSARY**

Your Name/Partner's Name

## Anniversaries

### March

Dean & Marysue Barnes  
Bill & Karen Hurley  
Dick & Lisa Schneider

### April

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

## From the Editor's Desk

Hap Polk & Pat Klenk

In case you haven't picked up on it, the theme for the year is "Volunteerism". You have seen that in the first three issues of the SPANNER, so if you are reading this, you probably got the message. If not, you will hear it again at the next membership meeting. So we thought we would wander off down another tributary of the British automotive backwater.



It all began in the 6<sup>th</sup> Century. Yes you are very skeptical that the British automotive industry began way back then. Well stop a minute, or two, maybe, 10. I guess it all began with the Palaeolithic and Mesolithic periods, but they were still messing around with chunks of stone back then so even I cannot make that stretch. In my delusions the British automobile began in the 10<sup>th</sup> Century when the Bythons, Jutes, Frisians all came together and decided they were going to speak English, Old English, not that any of us could understand it. They were a swarthy bunch, remnants from a few centuries of Roman (also known as Italian) rule. With a little bit of bronze then iron, they needed some quick equipment to keep the Saxon at bay. From this group comes the idea of high Italian design but alas, poor build quality. Those machines looked like they could throw a ball of burning oil fire for miles, sleek, only the best of wood and tied with rope so strong. The engineers of the day put all their

ideas together rolled out, a dazzling in the sun on the plains of battle but forgot that wood and rope burn when throwing balls of burning anything. It failed to start, but sat with classic style as the flames consumed it. And you thought there was no connection between the 10<sup>th</sup> Century and the 20<sup>th</sup> Century; I see a straight line.

Then there were a few Saxons hiding from the real early days. The Saxons were from the Germanic area of the Continent. Here is the introduction of the idea of superior engineering, wait, or was that over-engineering? Now the machine to throw the ball of flaming oiled whatever became sophisticated (at least for the 10<sup>th</sup> Century). Now the idea of using materials that would not burn - iron, was introduced. The design was improved so now there were levers to pull, ropes to strain, and pulleys to wind. The machine did not burn, but they lost to the Gauls because the burning ball machine became so complicated that the common soldier did not know how to work it and if a pulley broke or rope frayed, it was impossible to fix. So after the first shot or two, the machine broke and, well, in 1066, William the Duke of Normandy did a number on King Harold II at the Battle of Hastings.

About now I would surmise that you are scratching your head wondering just how the co-editor could possibly pervert history to the point that he would have such absurd notions. Well my fellow BACL V British car lovers cast your eyes around you. The Brits could not give up their wood could they? Dashboard of exotic woods, trim in wood, I have come across "firewalls" made of wood (now there is an idea, but the Lotus Esprit has one, great idea) and Morgan thought building a car frame out of wood was a good idea. It is apparent that the British still have a disconnect between wood and fire. Rope, nope they did not use that in the automotive industry, but wait they did. Take the rope, soak it in grease and call it an oil seal. Just cannot move on.

Now let's add Lucas into the mix. Now we have

cars made with wood, and rope and, because we are now in the 20<sup>th</sup> Century, the burning oil is now refined into gasoline (or if you prefer; petrol). This is a combination that a pyromaniac could not hope for. Ever see a British car, a classic, performing a self-immolation? This assumes that it starts. Ask yourself a question, why is it most of us carry a fire extinguisher in our cars? Probably not because they are really attractive. Someday over a beer I will tell you the story of my Sunbeam Alpine with the twin Zenith down-draft carburetors that would regularly drizzle gasoline on the exhaust manifold, "fire in the hole" became a common phrase around the house. Besides, all the British cars I know of still deal with burning oil, one way or another.

No in the 21<sup>st</sup> Century, the British automotive industry has stepped up their engineering game. They are on the path to out-engineer the Germans with the likes of the Jaguar F-Type, Lotus Evora and the McLaren. They have such wonderful ideas, twin-turbocharged engines with more than 500 horsepower, eight speed automatic transmissions, more buttons, levers and pulleys than ever. Finely engineered with one exception - they engineers are not speaking to each other and the addition of plastic pulleys that fail and are impossible to replace. The use of computer programs that only have a few flat spots in their torque curves. And of course, production of machines are so sophisticated that drivers cannot drive.

So the moral of this rant is a simple one. The British automotive industry is over 1,000 years old and still producing some of the most wonderful machines ever devised by man, Saxon or Bythons. They are in our genetic makeup, engrained in our history. Be it the Austin-Healy BJ7 or the McLaren 720, they are all connected and we are connected to them by more than just burning oil.

So what is old is new again.

Pat Klenk, Co-Editor

# Tune and Tech Event with Dean Barns

By Dean Barnes and Mitch Vamos, Photographs as noted



*The Wrecking Crew for the Tune & Tech, Jonas Payne, Mitch Vamos, Dan Stillwell, and Ron Sandgren—with the coveted BACLV Beer Cozy—Photo by Hap Polk*

I got up to my office/shop a bit early and got my Austin Healey 100/6 BN-6 moved out of the way and then Jonas showed up and we got the lift ready for Mitch's arrival. He showed up very soon after and we got his TR-6 up on the ramps and in the air as several other members showed up.

I thought someone was going to bring donuts, so I hadn't provided any.

We had one member of the fairer sex (can I use that word?) Pat Seminatore attended and she provided some very much needed supervision. I had laid out bottles of vodka



*The victim arrives—Photo by Hap Polk*

I am not a coffee drinker but had found a 12-cup machine in our pantry and proceeded to get the coffee brewing, unfortunately when I went to check on it, I found that all 12 cups had dribbled out onto the desktop and floor. It seems I didn't have the carafe inserted quite right. After a 3-paper towel roll cleanup I got Dave Ogle to come to my rescue and he got a fresh pot brewing.

I spent most of my time just kind of wandering around and not really helping with the repairs, but I did see Mitch and several others under his car removing the rear axle assembly while Jonas and Jim Shope as well as our former illustrious leader Jim Oswald all at the workbench wrenching on the replacement unit. Jim Oswald had brought some homemade treats which was fortunate since



*Host Dean Barns and his well appointed shop in Clean Green Boulder City—Photo by Hap Polk*



*The new beast - pending surgery by the Wrecking Crew—Photo by Hap Polk*



*Mitch Vamos and Brian Naas performing a little surgery—Photo by Hap Polk*



*Gary Martin, Mitch Vamos and Jim Oswald show a few dance moves before surgery begins—Photo by Hap Polk*



*A little emergency surgery on Jim Shope's Austin Healey 3000 by Jim Shope and Brian Naas —Photo by A.J. Dowden*



*Jim Shope makes a run for it before it is too late—Photo by A.J. Dodwen*

and rum along with an open ice chest filled with Bloody Mary mix and OJ plus some various beers. I was able to determine rumors that the club is a "drinking club with a British car problem" are not true as not a single bottle of anything was touched.



Pat Seminatore supervising Michael Johnson's work. Photo by A.J. Dowden

I probably should have paid more attention to the work being done so I could give a better report on what was happening under and around Mitch's car, but "oh well". Actually, I would hazard a guess that there were more socializers like myself than actual workers but the job got done and the TR-6 was able to drive out of the shop. I didn't get a copy of the sign-in sheet so I don't know all of the names and number of attendees, but it seemed to me to be a very good turnout, perhaps a total of around 20.



Some of the crew taking a break—Jonas Payne, Michael Johnson, Dan Stillwell, Mitch Vamos, Gary Martin and Jim Oswald. Photo by A.J. Dowden

People began drifting out about this time but Jonas got Jim Shope to stay around and take a look at the brakes on my Austin Healey. He checked the adjustment and thought they were adjusted pretty well and that the problem with the brake pedal going to the floor on the first pump of the brake pedal was probably in the master cylinder. I've got Jonas ordering me up a new one from Moss Motors



Ready for surgery. Love that shiny stainless steel exhaust which goes with the supercharger. One hot Triumph TR6. Photo by A.J. Dowden

and Jim is chomping at the bit to get the parts in so he can come back out and test his theory.

—Dean Barnes

I'd like to thank all that turned out for the Triumph TR6 differential swap! Thank you, Dean Barnes, for making your shop and lift available. And thanks for the nifty BACLV beer can cozies.



The beast is dead - after surgery by the Wrecking Crew. Opps, had to be resurrected and returned to its old home awaiting a Moss replacement.—Photo by A.J. Dowden

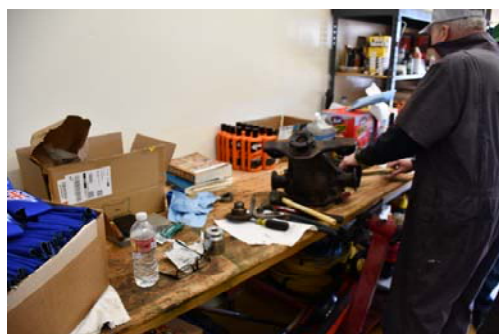
A large crowd showed up ready to help including a service animal as our supervisor.

My car came with a 4.11:1 (37-tooth crown gear with a 9-tooth pinion) differential more suited to racing than for city driving. Even with the 22 percent overdrive I fitted, I was only getting about 22 miles per hour per one thousand revolutions per minute. I was turning about 3,000 rpm at a 65-mph cruise. The



Mitch Vamos doing the heavy lifting. Back it goes. Photo by A.J. Dowden

3.7:1 differential, fitted with a 10-tooth pinion, has eleven percent longer legs for about 24 miles per hour per 1,000 rpm and will allow me to keep up with hotfoot Jonas Payne. (MAYBE).



Jim Shope setting up the new differential. The pinion flange is too long. Drat. Photo by A.J. Dowden

The swap went smoothly with as many as could fit under a TR6 pitching in, with the rest providing moral support.



Brian Nass actively wrenching. Take differential out. Install new differential. Take out new differential with the long pinion flange. Re-install old differential. A lot of wrenching. Photo by A.J. Dowden

But, on a side note, Moss sent a pinion flange that was too long. The pinion flange we replaced is held on by a castled nut. With the flange being too long we weren't able to secure the castled nut with a thick wire as required. Later model TR6 differentials have a longer pinion flange creating clearance for a standard cotter pin. But my early one makes due with heavy wire. Anyone have a heavy-duty wire coat hanger they no longer need?

I've ordered a new flange so should have the differential out and back in before this newsletter hits the press; this time doing it on my back.

—Mitch Vamos



Mitch Vamos trying out the reinstalled differential. Yes, it still works! With all the diff swap practice Mitch says swapping the new differential will be a snap—especially if he's been doing bench presses in the gym. Photo by A.J. Dowden



Our next Tune & Tech project? We can fit all twenty wrenchers under this beast. Hey guys, who's got a lift that can handle this? What a blast this must be on Lake Mead. With all that streamlining, maybe they take it to Lake Michigan? Photo by A.J. Dowden

# Sweetheart Brunch—20109

By Pat Kunde, Photographs as noted

The BACLV's annual Sweetheart Brunch was held on Sunday, February 10<sup>th</sup> at the Market Grill. This was the third year that the restaurant in Centennial Hills has been kind enough to accommodate our group of "sweethearts". This year, we had a group of 36 members who were able to join us for a few hours of delicious food, fun and friendship. We were also treated to live music, thanks to a young man who was serenading the patrons of the restaurant.

Every household that joined us had a chance to take home a beautiful gift basket (five prizes in total), which were put together by Pat KUNDE, Nelda Lefler & Clara Ogle. Guests were asked to choose a playing card and if their card was picked from a corresponding deck, they chose a prize. The lucky winners were: AJ Dowden, the Shopes, Stillwells, Headricks and Richards'.

Of course, it wouldn't be Valentine's Day without chocolate, and Valentine heart cookies (baked by Pat). That was in addition to the baklava that was served for dessert!

Everyone had a great time and were even invited to take home any of the leftovers from the delicious buffet.



Membership Chair, Bill Wellbaum, Clarke XXXX and Treasurer Dave Ogle chat with new member Clarke about the wonders of the BACLV—Photo by Pat Klenk



Clarke XXXX date for the day, an original Mini Cooper arrived in grand style. It is for sale by the way, if you have always wanted one—Photo by Pat Klenk



Host Pat Kunde, creative designer Nelda Lefler and web master Margaret Klenk, chat about the day's event—Photo by AJ Dowden



Founding Member Julie Dow and Christina Shope provide a great smile for the camera—Photo by AJ Dowden



Master of Ceremony's Clara Ogle and Carolyn Stillwell work the cars for prizes for the day—Photo by AJ Dowden



Photographer AJ Dowden takes home the spoils of the day—Photo by Pat Klenk



Cleone Johns collects her booty as Pat Kunde looks on—Photo by AJ Dowden



Lonny and Sharon Baker celebrate the day with a nice bottle of wine and great company—Photo by Pat Klenk

(continued on page 7)

(from page 9)



Christine and Jim Shope share a laugh or two with the table, could it be one of those "Shope Story"? - Photo by AJ Dowden



Wayne and Barbara Hendrick enjoy the company of the BACLV Sweetheart crowd—Photo by AJ Dowden



The fruits of Pat Kunde, Nelda Lefler and Clara Ogle's hard work, we thank you—Photo by AJ Dowden



Sallie McClary, XXX XXX and YYYYY YYYYY find a great meal and good friends for the day—Photo by AJ Dowden



The BACLV crew celebrate the 2019 Sweethearts Day together at the Market Grill with many stories, greetings and shared experiences—Photo by Pat Klenk

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# Triumphest 2018

By Michael Link, The Stag Club USA

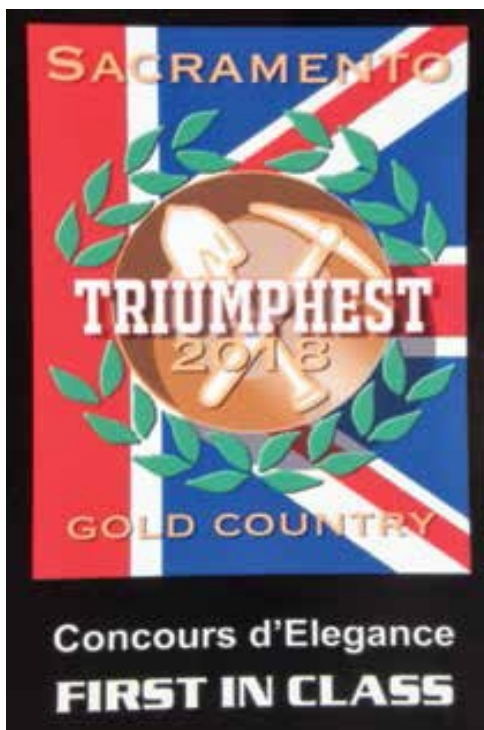
*Editor's Note—This article is being presented now to the BACLV as a quick look back to an event that our members were unable to attend in 2018. BACLV members have attended Triumphest in the past and have had a wonderful time and great success in the events. Enjoy.*

Here it is Autumn again, and that means Triumphest! For those unfamiliar, it is a Western gathering of Triumph owners and enthusiasts.

Because the VTR meets have traditionally been nearly 2,000 miles away or even more, several of the Western Triumph clubs decided an event was needed for enthusiasts to meet, interact, and enjoy activities without the huge commitment to drive so far and back.

Thus, Triumphest was born in the early 1980s. It has traditionally been in October (Triumphest and Octoberfest), though in recent years it has been held in September fairly frequently. Whenever it is held, it is always an incredible amount of fun, drawing enthusiasts from not only the Western states and Provinces but from all over the world.

This year the Triumphest theme was Gold Country, hosted by Triumph Travelers Sports Car Club, a dedicated Triumph club located in the San Francisco Bay Area, formed in 1958 and continuously active since. The Triumphest 2018 location was in the state capital of California, Sacramento, a Gold Rush city in the Central Valley.



One hundred sixty-two Triumphs were present. The numbers break down: 3-1949 Roadster 2000s, 1-1939 Dolomite Roadster with Waterfall Grill, 1-1980 Dolomite Sprint, 1-1958 Triumph 10, 3 TR-2, 26 TR-3/3A, 1



Sports 6, 1 Herald, 21 TR-4/4A, 10 TR-250, 52 TR-6, 11 TR-7, 15 TR-8, 6 Spitfire, 4 Stag and 3 GT-6. The model numbers don't quite equal the aggregate number because I apparently missed a few when counting models.

Over 70% of registrants opted for online registration, rather than the mail-in format. There was also a text-alert available to give a 15-minute notice before an event was to start, with over 60% making use.

Each host club decides when, where, and what events will be in their Triumphest. There are many traditional Triumphest events and features, resulting in a very full weekend of activities. There is always the beginning on Thursday afternoon with registration upon arrival.

Thursday afternoon and all-day Friday there are the sale of raffle tickets, a hotel walking rally, photo and model contests, vendor sales (Roadster Factory, Rimmer Bros., and Moss Motors), driving tours, and regalia sales. On Friday there's also an autocross, Funkhana, tech sessions, plus recently a Le Mans Start, all followed by a hospitality party in the evening—lately with themed costumes. On the Saturday morning are the judged car shows with an option this time for a Concours d'Elegance (VTR rules), followed by a rally in the afternoon.

On the Saturday evening is cocktails and the awards banquet. Often there is an Uff-Da award, for the person who had the hardest luck in trying to get to Triumphest, some of the tales of woe are quite harrowing!

Sundays are usually breakfast with other en-

thusiasts then departure for wherever it is one goes next, for most that is homeward bound.

There were several driving tours offered, for both Thursday and Friday. One short driving tour to downtown and old town Sacramento with the riverfront and its historic buildings, shops and restaurants, the state capitol and the State Railroad Museum. The second was along the levees to old speakeasies, towns founded by transcontinental railroad workers, with old drawbridges and wineries along the way. The third was to wine country where the day was about beautiful roads and wine tasting. The fourth was to the historic Mother Lode area with its beautiful roads that seem to be made for Triumphs, the state park where Gold was discovered in 1848 and other historic places of the Gold Rush.

My wife Lynn and I arrived at the host hotel before lunchtime on Thursday in beautiful weather, looking forward to the next few days. Our room was ready, so we checked in, received our tickets for the included daily breakfast, unloaded the car, then took our lunch. Next task was to pay a visit to Triumphest registration. We received our pre-purchased regalia, lanyards with ID badges, tickets to the banquet and hospitality party, printed program booklet, ice-breaker sheets (questions to put to strangers in order to facilitate meeting other Triumph people), ballots, walking rally instructions, and so forth. With the registration done, the next

step was to go and meet people, and enjoy everything Triumphest has to offer.

On Friday we tried for the first time to do the Funkhana and the Le Mans Start. We didn't win at either, no surprise, but sure had fun doing them! For the Le Mans Start the Stag starts and goes quickly, the issue is me. Lynn didn't try the Le Mans Start due to having had to wear a leg brace because of a severely twisted knee from the week before. We will try both events again at future Triumphests. Friday night was the Hospitality Party with Gold Rush theme costumes. There were games, presentations, food and a no-host bar—an opportunity to meet and mingle. We dressed as a rancher couple, forgoing the rough-and-ready miner or saloon looks some opted for.

Saturday morning's activities started at 8:00 AM with the Funcours and the Concours shows. We were out cleaning and preparing our Stag for the Concours before it was light, as were many others. Stags were in the "other" category with the Roadsters, TR-7s and TR-8s, and the Triumph 10. We had entered our Stag in the Modified class—14 in our class/ category. I was one of the Concours judges, leaving Lynn to be present with our Stag for its judging and to converse with people walking around enjoying the show.

At 11:30 Saturday was the start time for the rally. We had originally intended to participate in it, but after the morning's show, Lynn's knee had too much pain for her to go, so we stayed at the hotel instead. Saturday evening was the Awards Banquet, which is a table service meal followed by the award presentations. We won First in Class in the Concours, which surprised and pleased me. I have spent a lot of time and effort to get the Stag to where it is, the recognition was nice to receive. The surprise in this was because there was some well-prepared competition, especially one Midas Gold TR-8.

Sunday was breakfast, followed by packing the Stag, checking out of the hotel, then hitting the road for the 4.5-hour drive home. The trip home was uneventful, its time extended beyond the 4.5-hour drive-time because we stopped at a nice sit-down restaurant for lunch. As one would expect, the Stag purred along the freeway the whole trip home.

Triumphest was well planned, organized, and run. It went smoothly and was an outstand-

ing event, as it usually is. If you haven't been to a Triumphest, do consider going, you won't regret it. Triumphest is so much fun, it's like being a kid again! Great people, great activities, and great cars to bind it all together.

The cars are always so much fun, but it's really about the wonderful people in the Triumph world that makes it so fantastic—a bit of Triumph Heaven.

### Triumphest 2019

Next year Triumphest will be hosted by Triumph Club Southern California. It will be held in California's Central Coast Region (wine country, beaches, Hearst Castle, uncrowded roads & towns) in Santa Maria, September 12 – 14 <https://triumphest2019.com/>. Stag owners living west of the Plains should make a point in travelling to Santa Maria, as a dry-run for a 2020 Stag Golden Anniversary get-together. Try to go, plan it and make it happen, it's a blast! **SN**



1949 Triumph Roadster 2000s



1939 Triumph Dolomite



Michael Link preparing the Stag for Concourse



One of the four Stags at the show



Drawing of Donald Healey's personal car. It is the nicest four-cylinder Healey-hard top made. Donald drove it daily until the end of his life. He never 'upgraded' to a six-cylinder Healey. His car started as an early BN1 model which was gently modified over time. In 1953 it was fitted with a prototype Healey 100S engine which increased nominal stated horsepower from the standard Healey 100 BN1's 90 horsepower to 132. In Donald's car, with it being breathed on by the race department, we can expect it generated about 150 SAE horsepower. It started life with a four-speed transmission with first gear locked out as being ridiculously low given the car's 4.25 to 1 differential ratio. A 28% Laycock de Normanville overdrive operating on the top two gears was fitted. Later a BN6 transmission plus 28% overdrive was installed, that transmission being considered having the best spaced gear ratios. The drawing is the work of David Townsend, owner of Sports Car Art.

# Morgan Had Record Year for Profits in 2018

February 10, 2019 Staff Corporate Business, Highlights, Morgan 1

Morgan Motor Company announced record profits as it prepares to launch a range of vehicles in its 110th year. The iconic Malvern-based family-owned firm, which employs 204 staff, said profits jumped to £3.6million last year from £2million 12 months earlier.



Output dropped from 750 to 681 cars as the firm said goodbye to the thirsty V8 engine and the Aero 8 and Plus 8 models which use it. Morgan is expected to launch a more frugal but sportier replacement at this spring's **Geneva Motor Show**. Output last year dropped from 750 to 681 cars as the firm said goodbye to the outgoing

thirsty V8 engine and the Aero 8 and Plus 8 models which use it and prepare instead for the launch of less thirsty but even sportier replacements.



This will be a new wide-bodied Morgan sports car with a new flexible aluminum chassis – which the firm has spent £7million developing – plus an expected leaner, meaner six-cylinder petrol engine from BMW, which bosses believe will together create 'the most dynamically capable production Morgan ever'.

Chairman Dominic Riley said that as part of a five-year strategy the business had increased the gross margin on its cars from 25 percent to 35 percent, making it more efficient and profitable.

Morgan exports 70 percent of its production to around 50 countries. Riley said they were taking prudent precautions to stockpile and store sufficient engines to see them through any short-term Brexit hiccup.

*Editor's Note—We would like to thank Michael Carnell and Just British for allowing us to re-publish this article from the February 15, 2019 issue of "Just British".*

*If you have not subscribed to Just British, you may want to do so to keep current on the currents trends in the British automotive industry and the British classic cars. Go to [www.justbritish.com](http://www.justbritish.com)*

## Points Standings

By Al Seminatore

Kunde, Mr. David	1550
Dowden, Mr. Alfred J.	1475
Shope, Mr. Jim	1350
Naas, Mr. Brian	1225
Klenk, Mr. Pat	975
Bowman, Mr. Alan	950
Sandgren, Mr. Ron	925
Dusek, Mr. Rick	850
Lefler, Mr. Jim	850
Williams, Mr. Charles	850
Barnes, Mr. Dean	825
Johnson, Mr. Michael	800
Berlemann, Mr. Brian	775
Covey, Mr. Bruce	775
Rowe, Mr. Richard	750
Hanley, Mr. Mike	725

Goodman, Mr. Bill	675
Westfall, Mr. Neal	675
Kilgour, Mr. Steve	600
Stillwell, Mr. Daniel	500
Young, Chuck	450
Oswald, Mr. James	350
Wellbaum, Mr. William	350
Kindel, John	300
Baker, Mr. Lonny	250
Richards, Mr. Vaughn	250
Dow, Mrs. Julie	200
Mahler, Mr. William	175
McClary, Ms. Valerie Sallie	175
Sneddon, Mr. Christopher	175
Harris, Bret	150
Johns, Ms. Cleone	150
Robertson, Mr. Moniker	150

Rooney, Mr. Kevin	150
Rosberg, Mr. Milton	150
Szekeres, Mr. Peter	150
Couturier, Mr. Ron	125
Goldberg, Mr. Joel	125
Hurley, Mr. Bill	125
Martin, Mr. Gary	125
Menser, Mr. Phillip	125
Moore, Clarke C.	125
Yarema, Mr. Pete	125
Headrick, Mr. Wayne	100
Maioran, Ms. Fran	100
Polk, Mr. Harlan (Hap)	100
Sinclair, Mr. Bill	100
Thicefler, John	100
Schneider, Mr. Dick	125

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## Upcoming Events

### March 2019

- 16th St. Patrick's Day Rally - Hosted by the Kennedy's
- 20th Board Meeting - Hosted by the Ogle's—Location To Be Announced
- 30th Tecopa Hot Springs Run - Hosted by Brian Naas
- 31st General Membership Meeting at Wildhorse Golf Course

### April 2019

- 6th St. George (Kayenta Art Village) Run - Hosted by the Klenk's
- 13th Highland Games - Tule Springs—Hosted by Jim Oswald
- 17th Board Meeting - On-Line Meeting, contact Jonas Payne to join the meeting
- 28th General Membership Meeting at Wildhorse Golf Course

### May 2019

- 4th British Car Run—Hosted by Jim Shope, details to be determined
- 11th Mother's Day Brunch—Hosted by the Ogle's—Details forthcoming
- 13-17th California Healey Week—Temecula, California
- 26th Indy 500 Party/Informal Membership Meeting—Hosted by Couturiers

For up to date information go to the BACLV website at:

[www.baclv.net](http://www.baclv.net)



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