



BRITISH AUTO CLUB OF LAS VEGAS

British Auto Club of Las Vegas *** Founded 1990 by Ibsen & Julie Dow *** www.baclv.org

You don't need to own an LBC (little British Car) to be a member, just love & admire them.

October 2016

The Spanner

Shope ~ Goldberg Project

By Joel Goldberg

FIRST LINK

It started on June 5th of this year. I was going to a meeting of a Men's Club and decided to find a shady place to park my Healey (1961 BT7), which has been under the watchful eye of Jim Shope since I joined BACLV several years back.

When I saw a shady spot under a tree I pulled in, not noticing that a concrete separator with a 12" piece of rebar sticking up was laying diagonally across the spot. I drove over it and punctured the oil pan, plus some other minor damage including a smashed muffler. (see photo below).

The oil drained out in a matter of seconds, so I had the car towed home.

SECOND LINK

When I got home I called the insurance company and then called Jim. The insurance company would send a damage assessor and use his report to process the claim. Once the claim was paid, I would be able to have the car repaired however I so chose, and if any additional damage was noted later, an amended claim could be filed. Jim said that this was a typical procedure for classic cars.

After the assessor was finished and had enough information to make his report, I asked Jim to come over and see if anything was missed.



Shope Goldberg Project continued on page 9

What's going on under the bonnet.....



Shope Golderg Project.1 & 9
Birthdays & Anniversaries..2
The Allen Wrench3
Member Spotlight4
Solvang Flyer6

Garage Sale Reminder7
75/76 MGB Ad8
Editors Note10
Events Sched. & Prez Msg....11
Back Cover

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. Membership Meetings are held at **9:AM** on the *last* Sunday of each month at **Wildhorse Golf Club**, 2100 Warm Springs Rd. Henderson, 89014.

Any change in location will be noted in the Spanner and our website: www.baclv.org During our meetings, we will discuss events and activities, swap Lucas stories, exchange advice on repair problems and enjoy socializing with one

BACLV

Board of Directors—2016

President - Bill Wellbaum

wcbwellbaum@cox.net

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Sandy Lashua**

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Officer at Large - Jim Oswald

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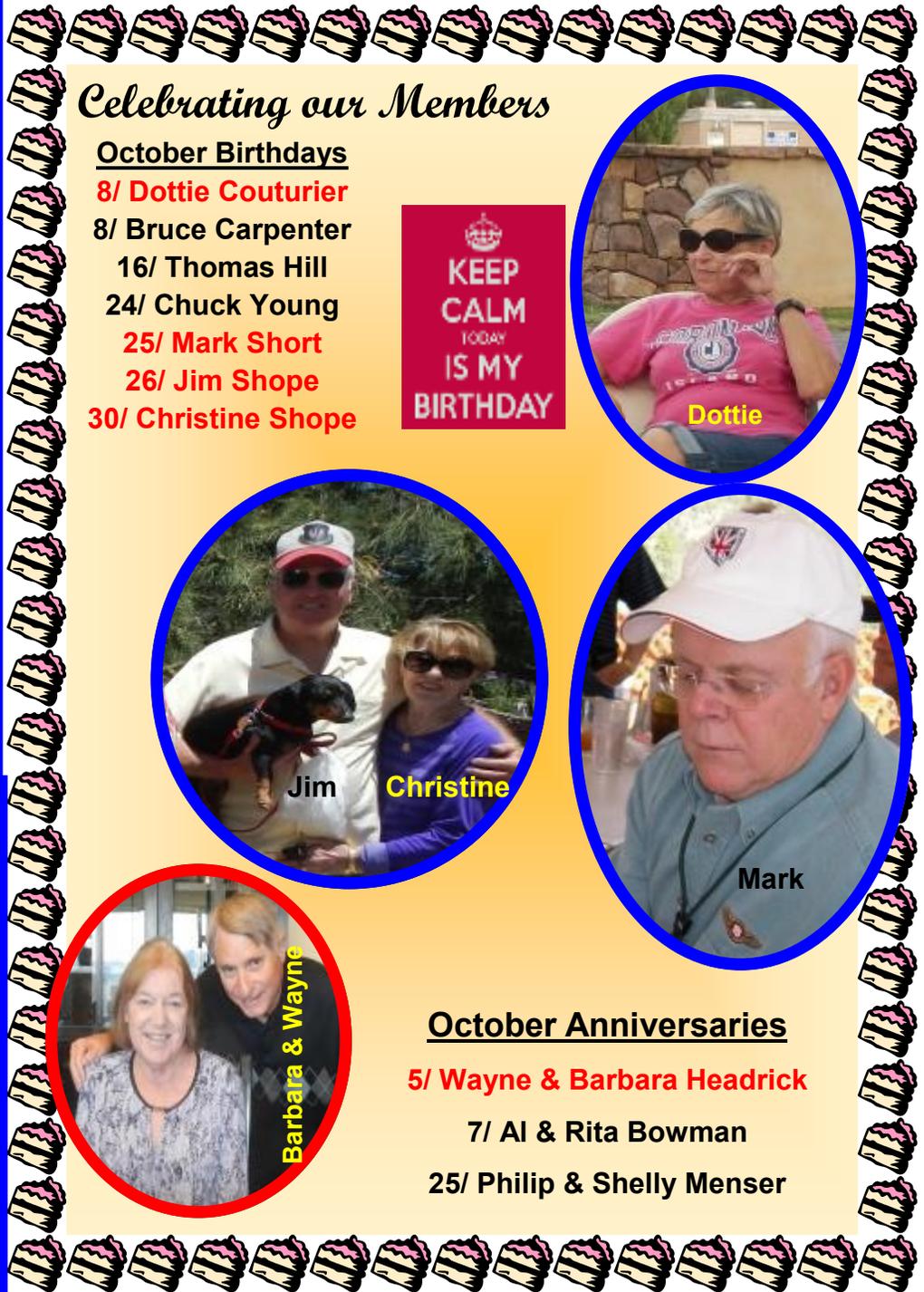
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Celebrating our Members

October Birthdays

8/ Dottie Couturier

8/ Bruce Carpenter

16/ Thomas Hill

24/ Chuck Young

25/ Mark Short

26/ Jim Shope

30/ Christine Shope



Dottie



Jim Christine



Mark



Barbara & Wayne

October Anniversaries

5/ Wayne & Barbara Headrick

7/ Al & Rita Bowman

25/ Philip & Shelly Menser

NEWSLETTER / WEBSITE and ADVERTISING RATES

The BACLV has a website online at www.baclv.org. This site typically attracts over a 1000 visitors weekly. Please submit a photo along with your text for each classified ad. All ads, classified and display, will be placed both on the website and in the newsletter. Display ads on the website can be linked to the advertiser's website.

Our low rates:

Business card size : \$75. per year, 1/4 page \$100. per year,

1/2 page \$150. per year. NO FULL PAGE ADS. Members may place a personal ad free of charge for one year per ad.

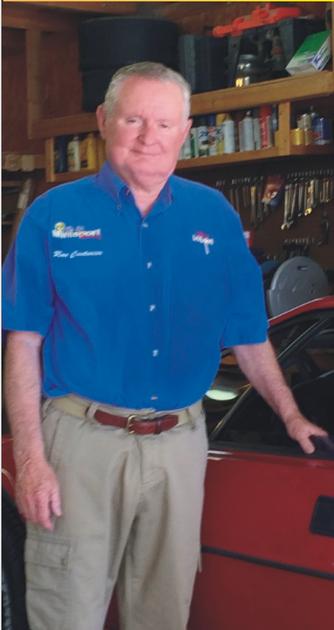
We can also be contacted by Email at: Baclv1990@gmail.com.



Ron Couturier Roncouturier78@gmail.com

TECH TALK

The Allen wrench became popular during World War II when U.S. Industry was booming.



The Allen Wrench

The "Allen Wrench" is actually a brand name for a hex key or hex head wrench. The name "Allen Wrench" originated from the Allen Manufacturing Company of Hartford Connecticut. In 1910, William G. Allen received a patent for making hex socket set screws. This screw became known as the "Allen safety set screw". The set screw had to have a tool to install and remove it. Hence, the "Allen Wrench" came about, which of course is a registered trademark. The Allen set screw is the name for the socket head cap screw and the Allen key is the name for the wrench which is used to tighten or loosen the hexagon screw. According to history buffs, the Allen wrench became popular during World War II when US. Industry was booming.

The Allen Manufacturing Company patented their hexagon wrench in 1943. The name "Allen Wrench" then caught on with consumers. The wrench has been patented worldwide under different names. In many European countries the Allen wrench is known as an "Inbus", due to its patent by a German manufacturer of that name.

Even though the term Allen wrench is commonly used today. The Allen Company no longer exists. The Danaher Corporation of Washington DC. Took over production and continues to manufacture the Allen brand. With that said, it would be all too easy to give all the credit to the Allen Manufacturing Company and William G. Allen. Actually Allen type wrenches were being patented as far back as 1860. There is evidence that the actual design came from the UK. Historical documents show that some 30 patents were filed around the same time in the U.S.



To further cloud the issue, the founder of the Standard Pressed Steel Company of Philadelphia claimed that his company was the first to manufacture the hex key wrench. The wrench is part of their Unbrako line of tools which is sold now days

Today Allen type wrenches come in both Metric and SAE sizes. The wrenches usually vary in size from less than 7mm to about 22mm and less than 1/4" to around 3/4". The wrench styles come in L shapes, a T handle style and even a swiss army knife style configuration.

Many industries utilize the six sided Allen style set screw fastener today. You will find these fasteners in plumbing, automotive, medical, do-it-yourself furniture kits just to name a few.

According to history, it is more than likely multiple manufacturers came out with the six sided set screw and wrench around the same time. In any event, it is quite possible that the true "inventor" has unfortunately been lost in history.



The Bill and Cat Biler Story

By Sandy Lashua



Bill and Cat Biler

It was a beautiful February day in 2008 when “Cat” walked into the Arlen Ness motorcycle dealership in Las Vegas. She had just arrived from Canada and was taking a cross-country ride with some friends but first she waited for her motorcycle to arrive at the Ness dealership for the final tune-up before the ride. As she wandered around the showroom she admired a “monster” of a bike. From behind her she heard a calming voice *“I bet you can ride that thing”*. She turned and there was Bill Biler, all smiles. “I bet I could too!” was her reply. As the manager of the dealership, he got the “monster bike” ready and they took a test run. That was the beginning of their journey together. Cat’s own bike would not be ready for another day and with nothing to do, she accepted Bills invitation to dinner. It was Valentines Day and dinner was at Lucille’s in the District.

They dated for several months—long distance-USA / Canada- they racked up a lot of frequent flyer miles. Cat was disappointed when Bill did not accept an invitation to her birthday party in the Spring. She was more than disappointed, she was “just a little” mad! However, Bill did surprise her, he flew to Canada and then had a good time getting to know her family. Shortly after the party Cat’s mother took bill aside and looked him in the eye and said “You’re too old for long engagements!”

With that hint, Bill and Cat were married the following September. Going through all the legal channels and over \$10,000. later Cat got permission to live in the United States. She told me about all the paperwork and restrictions involved in getting her resident status. For one thing, she was not permitted to work for one year. Accustomed to being very active, she kept herself busy learning about the business laws in Nevada.

Eventually she was able to work. After years of coaxing, she finally agreed to work beside her husband. Bill and Cat own and operate Atomic Motors on Sunset Road in Henderson. Bill manages the restoration part of the business. He is a perfectionist. I have witnessed Bill send a vehicle back (to the painter or the upholsterer or other craftsman) because it was not up to *his standards*. “My name and reputation goes on everything that leaves this shop.” Atomic Motors is not just a business, it is Bill’s passion. Atomic Motors is a place to purchase **Dirico Motorcycles** (*in partnership with the singer Steven Tyler*), walk among vintage vehicles, some dating back to the 1920’s, view the model airplanes (*and a real glider*) hanging from the ceiling as well as active restorations on all makes and models of vehicles. Or just have an ice cream bar from the freezer that Bill keeps in the back of the shop.

Cat operates the financials and the sales of the vehicles involved. She is an expert in all the details of consignment sales, purchases and business transactions for Atomic Motors.

They enjoy quiet evenings with friends at their Lake Las Vegas home. Bill is the cook in the family and Cat enjoys his creations.

If you have not yet visited Atomic Motors (704 W. Sunset Rd., Henderson) you are missing out! Stop in and say hello to Bill and Cat Biler. Have an ice cream and enjoy the cars.



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Steven.Kilgour@aol.com

Next Month we celebrate Veterans Day.

Many of our members are US Veterans and some are Veterans from their home country. To celebrate this event, Dave Ogle and Andrew Lashua are hosting a rally to the Nevada Veterans Home in Boulder City. Arrangements have been made with the Veterans Home Administrator to assist the residents there to the parking lot to view our LBC's. They will vote on THEIR favorite in the line-up. Maybe hear some of their war stories and favorite memories. This will be on November 19th. Even though this was planned as early as May, the Veterans Home was already booked for Veterans Day weekend. So polish up those LBC's and lets pay respect to those who have helped make our Nation Great! And from there we will travel to BC for Burgers and Beer.



Please RSVP to me at: cwlashua@aol.com to sign up or for information.

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Mail correspondence to:

BACLV
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NEWSLETTER INFORMATION We Want To Hear From YOU!

Share your articles, information and ideas! Submit your article to the Spanner Editor by the 6th of the month. The Editor reserves the right to edit anything that is submitted. Copyrighted material will not be accepted without written approval from the original author.

- Restorations
- Maintenance
- Consignment

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Solvang

October 21 ~ 23 Wine Valley Inn

805 688-2111

Make your reservations early as the rooms fill as the weather gets cooler.



Enjoy the numerous tasting rooms within walking distance from your hotel. Restaurants, bakeries, candy shops, gift shops, antique and wine shops all in town! Nearby are rolling hills filled with vineyards and wineries and breweries. Museums and 3 original California Missions. Too much to mention! This is truly a weekend to relax and enjoy some quiet time in the country.



THIS MONTH!!

Garage Sale & Pot Luck

October 28 (6pm ~ 9pm) & 29 (7am ~ 1pm)

Hosts are Harold and Claudia Albrecht

The Theme for the pot luck is~ HALLOWEEN

So brew up your best cauldron of batwing stew or eye of newt appetizers and prepare your donations for the garage sale.

Now is the time to begin sorting out those old clothes from winter and the treasures in the closets and storage units.

Mark your calendars for Halloween weekend.

Watch for more reminders in the Spanner and email.

This is the only BACLV sponsored fundraiser all year.



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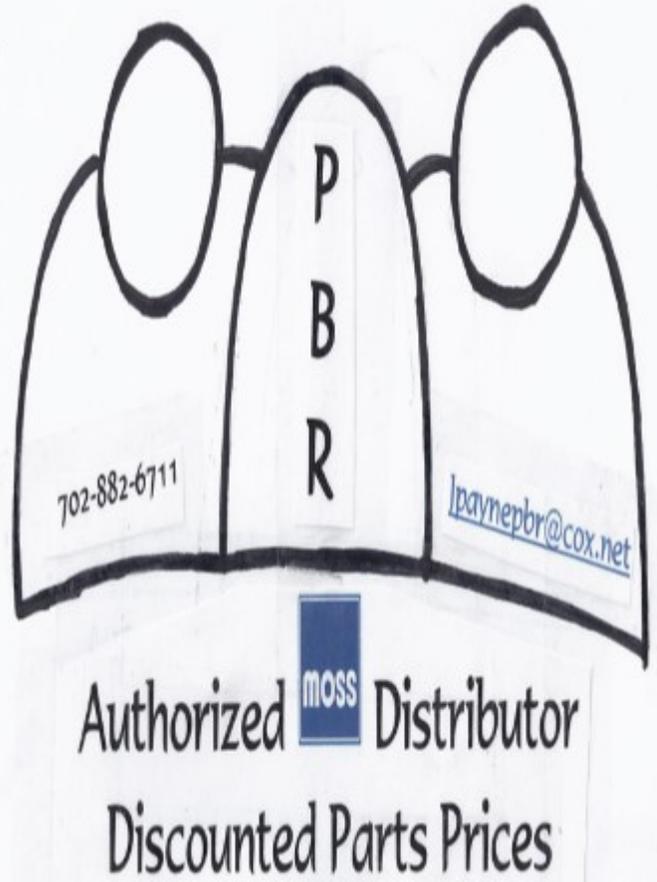
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For Sale 1975/76 MGB Convertible

Purchased in California 1994, put in storage in 2006. Brought to Nevada in 2016.

2016 Nevada Registration, (Classic car, smog not required) expiration 7/11/2017.

Sound engine with good oil pressure, no rust. New tires, battery, fuel pump, high torque starter, rebuilt downdraft carburetor, spark plugs and wires. New engine oil, gear box oil and rear differential oil. Radiator boiled and cleaned. Engine degreased.

\$2,800.00 invested in 2016. All expense records available.

Vehicle needs attention to electrical system. Various gauges do not function, ideal project for those with electrical knowledge and proper tools. Windshield is cracked; old canvas top has been removed.

Asking \$5,250.00 / negotiable.

Contact: Otis Vaughn ohv231@cox.net

THIRD LINK

Soon, after Jim called me and told me that he had located an oil pan in excellent condition and that he would bring it over and look for damage that might have been missed. He found that the muffler had been crushed and dirt in the truck bottom flange. And, not related to the accident some small blisters in paint on the passenger door. I installed the oil pan so I could keep running the engine, and Jim asked Jonas to order a new "stainless steel" exhaust system.

FOURTH LINK

Since the car was still on jack stands after the new exhaust system was installed, and we have been dealing with a persistent oil leak from the gearbox, we decided to change the "O" ring in the overdrive unit and replace the solenoid housing which had a large crack, thinking that was the cause of the leak. At that point the car was ready for Jim to take home for some body and paint work.

FIFTH LINK

At this point I had left for a family function in Colorado. When I was able to return Jim's call he told me that he had "good news and bad news". The good news was that the overdrive worked well but slipped a little. The bad news was that when he jacked up the car all of the oil ran out of the back of gearbox and he noticed a leak in the right rear wheel seal. Thus, at great effort on Jim's part, both of those seals were changed.

SIXTH LINK

The "good news" this time, the rear seal held. The "bad news", the front seal was leaking badly and there was oil all over the place, inside the bell housing and certainly on the clutch plate, requiring a new clutch plate and a new front seal. At this point I will note that I had put in a leak sealer before the first "good news/bad news". It turned the oil black so it did not fix the seal leak, it dissolved the seals.

SEVENTH LINK

When Jim dropped the gearbox/overdrive to change the front seal and replace the clutch plate he decided to split the gearbox/overdrive and "take a look". Lo and behold he found that the overdrive unidirectional clutch was shattered. (See photo) This was replaced and the car now runs beautifully with only minor leaks (Healey standard).

SUMMARY

Thanks to Jim's knowledge, persistence and love of these cars I can now enjoy mine every day. The irony of it all is that had I not run into the concrete barrier, this happily ending chain of events would not have taken place.

Editors Notes.....

Sandy Lashua Spanner Editor

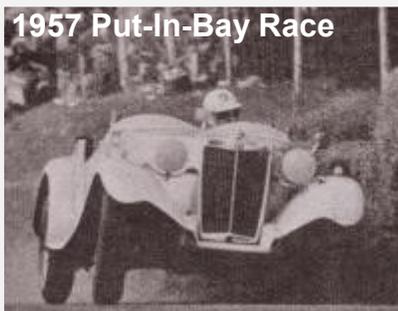


I was talking to Steve Scott at our August meeting about his 1953 MG Midget *TD Series*. I found out that she has a colorful history. The previous owners widow insisted that the car was female, and came with the name "*Lady Primrose*". The car was purchased brand new off the showroom floor and returned in a matter of days. When the mechanic went over the car for resale he found a handgun tucked under the passenger seat.

A salesman at MG Motor Sales in Lakewood, Ohio drove the car for a few years in driver's schools and amateur events. He later stripped the car of the bumpers, windscreen, chrome rim, delete heater, and more, then installed a "sport cam" at the MG dealership. Staufer and Art Brow co-drove the MG in the *Put-In-Bay Sports Car Races* in 1956, 57, 58 and 59, among nearly 100 other amateur and SCCA Speed Events. As well as hill climbs, road courses and car shows as was evidence by the myriad of participant plaques on every flat surface and cockpit and engine bay.

Bill Staufer passed away in the late 1990's and Lady Primrose was parked until 2009. Bills widow sold the car to Bills racing buddy, Art Brow who had restored the vehicle back to driving condition and drove it in the Put-In-Bay Race Reunions for several years. When Art passed away in 2013, his widow, Dutch, contacted Steve to give "Lady" a new home. In August 2015 Steve brought the car from Cleveland, Ohio to Las Vegas. Steve spent months bringing her back to driving condition (after sitting for several years). August was the one year anniversary that Steve and Lady Primrose have been together. The Lady has not yet become acclimated to our high temperatures and still needs to be babied during our triple digit days of summer. This fall and winter, the Lady will be up on a lift to take care of some rust spots, and a few other maladies. So look to see more of this lovely lady as she finishes her repairs.

Sandy



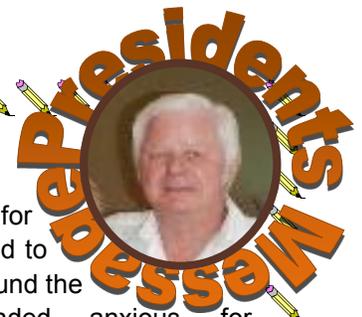
1957 Put-In-Bay Race



Did You Know.....

The 1951 Bristol 403 was powered by a six cylinder 1971 cc engine. The combustion chambers were hemispherical. Bore and stroke were 66mm by 96mm. This engine was a straight 6 and produced 85 horsepower. Top speed was 97 MPH. Cost at the time was \$9,850. Today the same car would fetch anywhere from \$22,600 to \$75,200.

AJL



October Presidents Message

My BIR riding mates and I got up early on Sunday and rode to Boulder City for breakfast at the Hotel. As I was pushing the Bonneville back into the garage I decided to take advantage of the moderate temperatures and give the TR-6 a much needed run around the block. After sitting on a battery tender for a month or two it fired up immediately and sounded anxious for some exercise.

As it was warming up I gave the tires a quick pressure check – and we were off. Fifteen minutes later as I was headed back to the garage to give it a well-deserved bath the engine decided to drop down to operating on one carb. Damn! Same problem that kept it holed up in the garage for 3 months late last year. The problem back then was a clogged float vent that—when properly cleaned out—restored the engine to normal running condition. Easy fix, no? But this time—not so fast.

After an hour of trouble shooting and copious amounts of carb cleaner and low pressure air blown into this little vent hole—no luck. The fix from last fall did not work this time. And so it is back off with the carbs for yet another teardown session on the work bench. I have to get this beast back on the road soon so we can take advantage of the fall driving season.

I guess the lesson I've learned—far too many times—is that the worst abuse for these old cars is no use. It almost sounds counter intuitive. But no—they need to be exercised regularly—and I mean daily if not weekly. Just sitting in the garage takes its toll on tires (flat spotting), on the engine (acids in the oil doing its dirty work on bearing surfaces), on the battery (they last longer if kept fully charged), and the fuel in the tank (I'm told that today's gasoline starts degrading in 3-4 weeks time). And there is no telling what effect the corn component of gasoline has on our cars—but it certainly isn't good.

So, once again the TR-6 has told me, in no uncertain terms, "I need to be driven constantly in order to keep me happy and on the road." This is a lesson that, unfortunately, I keep learning over and over. **BW**

PLEASE NOTE: Events schedules are posted one to two months in advance. Events, dates, times or locations are subject to change. Contact Sandy Lashua Events Chairman at: cwlashua@aol.com

October 2016 Events Schedule

8th Boy Scout Rally
Sandy Lashua and Laurie Rosenau Hosts

21 ~ 23 Solvang
Sandy & Andrew Lashua Hosts. See page 6 for details.

29 & 29th GARAGE SALE & POTLUCK!!!
Harald & Claudia Albrecht hosts

General Membership Meeting



November 2016 Events Schedule

9th 6:30pm Board Meeting TBA

19th 10am Veterans Rally
Dave Ogle and Andrew Lashua are Hosts
(See page 5)

20th Membership Meeting
Due to Thanksgiving weekend,
the membership meeting is EARLY



Cut along the dotted lines and post in a convenient position



Read Lady Primroses story on page 10.