



Rolling News

VOLUME 7, ISSUE 9

SEPTEMBER 2025



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September Luncheon

Date: Saturday, September 13th

Time: 11:00 a.m.

Place: Land Rover Dealership

Address: 9150 S Virginia St, Reno, NV 89511

Show & Shine and Lunch: Land Rover Dealership will provide a Food Truck.

RSVP: Using the link sent out via email by RBCC Secretary Linda Isaacson to RSVP.

Please complete the RSVP form by **Thursday, September 11th.**

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RBCC Motor Show
Welcome New Members
RBCC Logo Jackets
Order Grill Badges please contact
RBCC Treasurer
email Treasurer@renoallbritish.org

President's Message

Articles of Impeachment

By David Doyle

It is hard to believe that the summer is almost over, just a few more weeks and the cooler weather will be upon us.

Our club has really grown this year, we are now at 137 members and when you add family members that puts us over 250. Please welcome our newest members Pat and Marilyn Harrelson. They own a 1963 Jaguar XKE Coupe, a 1965 Sunbeam Tiger and a 1968 Mini Cooper, Fred Firschein who states he is still looking for a British Car. If he is open to a 1975/ titled as a 1976 MGB I may have found him one! I understand that the car in question is in very nice condition and can be had at a reasonable price. Or if any other members are interested please contact me.

Our month started out with a visit to car collection on August 2nd. I'm sorry about being so vague but the owner asked me not to disclose his name or location of his collection, that being said I will say it was somewhere South of Reno in the State of Nevada. Mr. X gave us an incredible tour of his father's collection. He was extremely knowable about all of cars history and the roles they played in the development of the automobile. There were about 60 cars that dated from 1911 to the mid 60s.

If you were not one of the fortunate people that attended this event, I'm sorry to say you missed a good one.

On August 13th we had a Show and Shine at the Sky Peaks Senior living Center. Unfortunately, I wasn't able to attend and from what I heard the residents really enjoyed it.

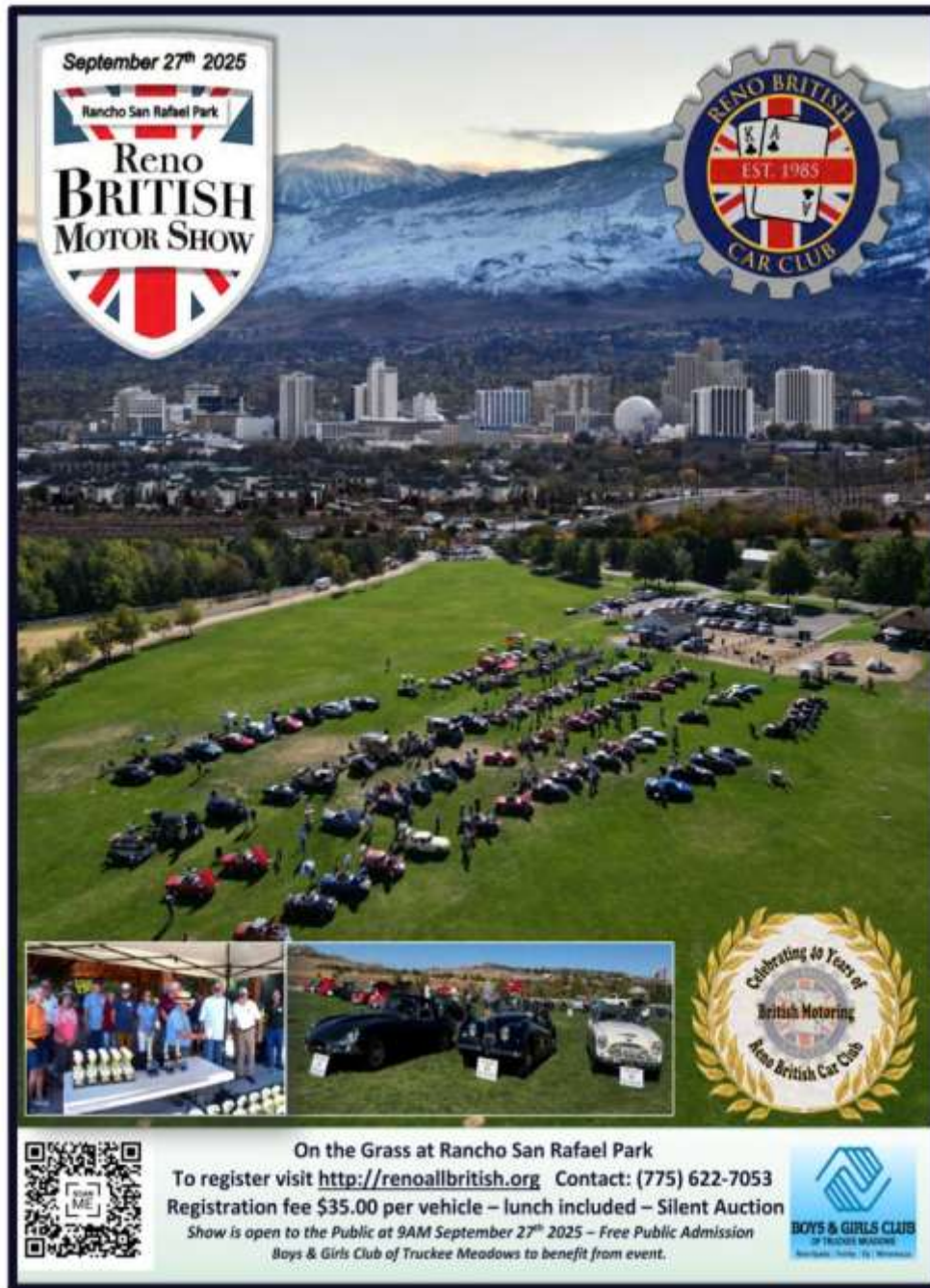
On Saturday August the 23rd, we had our annual potluck luncheon at Charlie and Carolyn Manchester's house in Lake Tahoe. The food was great and plenty of it! The luncheon was cut short due to an uninvited thunderstorm that crashed the party. But, as always we had a great time!

Many Thanks to the Manchester's for hosting this event.

September's upcoming events: Breakfast at Mimi's on September 10th and 24th, September's luncheon will be Saturday, the 13th at Land Rover of Reno. There will be a food truck there for lunch hosted by the dealership, yes that means Free Food for all attendees! Thank you Land Rover of Reno!

That's all for now until next time, David Doyle

Reno British Motor Show 2025



RBCC Motor Show is Saturday, September 27, 2025, at Rancho San Rafael Park.

Reminder online registration opened May and closes September 15th.

**Please Register: visit <https://renoallbritish.org>
OR You can also point your phone's camera at the QR Code.**



Mimi's Breakfast

Our Wednesday biweekly breakfast meetings at Mimi's continues to be a popular event. On Wednesday, August 13th attendance was lower than usual, while members enjoyed their breakfast, several visitors in the parking lot took pictures and admired our British cars. Wednesday, August 27th we had an large attendance, requiring additional chairs at both ends of main table. We welcomed three guests, Pat & Marilyn Harrelson and Fred Firschein who completed their membership forms and joined our club. Since our biweekly is very popular, remember to arrive early to get a seat.

Enjoy Photos by Dennis Tholen

Wednesday, August 13th



Wednesday, August 27th



(Continued on page 5)

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Wednesday, July 30th Photos



Kiley Ranch Senior Living Show & Shine

On Wednesday, July 30th following Mimi's biweekly meeting 15 cars caravaned to Kiley Ranch Senior Living for an RBCC Show & Shine. Kiley Ranch provided root beer floats and arranged surprise entertainment Marilyn Monroe and Dean Martin impersonators. The residents and their families really appreciated the show. Lunch was served outside staff rolled out a cart with hamburgers and chips in front of the facility. RBCC members rolled with the change, we ate and lunch, awards were presented and we departed in our British cars.



Kiley Senior Living Show & Shine Awards

First Place: Rick Armstrong

Second Place: Wayne Saylor

Third Place: Alan Hoppe



(Continued on page 7)

Continued.....



Hot August Nights 2025

Article and Photos by RBCC Member Ken Moberly

This year Hot August Nights started off with a whimper. Our planned British Invasion fizzled due to no fault of our own, the venues just were not ready. And it was hot this year. I'm sure the club will try it again next year.

HAN was in full swing five days into the ten-day event however and cars filled up the parking lots and casino venues.

This year the Nugget in Sparks had a special Show 'n Shine for Women-with-Wheelz, women car owners only. My daughter, Kristy, polished up her 1978 MG Midget and entered. There were almost a hundred women car owners vying for various awards and Kristy took home the "People's Choice" award. Not bad for an LBC in a truly supped up, hot rod world.



In addition, during the week Joe Trombley won a "Presidents Award" ribbon for his 1931 Ford Model A Deluxe Roadster.

Clarabelle, our 1957 Morris Minor 1000, was my and Terry's HAN entry this year. People love to see her and many stop by asking: What kind of car is it? Where was it made? Why does it have an umbrella? The normal questions.

On Tuesday afternoon while driving between HAN events Clarabelle fell into one of Reno's famous potholes and came out a little wobbly.

The next morning, I pulled off her driver's side front wheel, tightened the spindle nut and she was good to go.



For the fourth year several RBCC members donated their time to the MAG car auction. MAG Auction in turn pays the club and we use the money to help support our Motor Show which is coming up September 27. Again, this year Terry carried an orange flag helping drivers find their parking space and getting backed in nice and straight with the nose of the car on the space's numbers while I delivered cars to the auction block. Many of our members put in their time supporting MAG Auctions and several went above and beyond the call.

Those of us working the MAG auction could not help but notice the massive police presence in and around the MAG auction. There was even a police sniper located in the catwalks. I can only assume this is a sign of the times.

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On Saturday morning Terry and I worked at the MAG auction until midafternoon. We had an errand at the Big Boys Toy Store and had agreed to pick up my grandson, Caden, and his fiancée, Anna, at 4:30pm and head to UNR's HAN venue. The UNR venue is new this year replacing GSR's venue due to construction at their casino. The four of us spent the late afternoon and early evening looking at cars, sitting in the shade of Clarabelle's umbrella and talking to anyone who had a question about Clarabelle.



We couldn't help but notice two police sniper teams on a roof overlooking the UNR venue and a police drone in the air the entire time we were at the UNR venue. I'm not normally a paranoid person and I'm glad the police are watching out for us but I'm starting to wonder if I should be concerned.

The four of us had dinner and enjoyed a beautiful sunset sitting on folding chairs watching the Loverboy concert. Around 8pm we decided to drive in the Saturday night Virginia Street Supercruise. I would like to say the Supercruise was fun, but several factors created a chaotic, noisy, and dangerous situation.

Two workers in day-glow yellow vests and construction hardhats were posted at the stoplight across from each other, each other continuously pushing their walk button. It was great for the few pedestrians walking into the UNR venue, but it backed up traffic both directions.

When we arrived at the UNR venue three Reno Police cars had already responded to a car and a truck parked illegally above the UNR event on McCarran Boulevard. Several hours later as we were leaving the UNR venue we wanted to turn right out of the parking and found the right-hand turn lane completely closed and entirely blocked by cones. As I turned right at the traffic light, I wondered what was going to happen to the traffic wanting to head to Hwy 580 when the Loverboy concert ended and the UNR venue closed at 10pm.

I pulled Clarabella onto Sierra Street to head South at 9th Street and all I could see was red lights. Was I ready for this gauntlet? With a sea of headlights shining in my eyes from cars behind me and much taller than Clarabelle I decided to give it a try. On Sierra Street there were multiple signs that read "Cruise Left Lane" so I decided to stay in the left lane, a big mistake. As we approached 7th Street the traffic got much worse as East/West traffic was now trying to enter Sierra Street. And 7th Street was the only way to get across Virginia Street until we got to Liberty Street.

Every car was wanting to get around every other car. There was a police siren wailing somewhere behind us. Adding to the cacophony another siren went off to our right and a firetruck and EMTs headed to the Silver Legacy leaving the left lane no longer usable.

The left-hand lane appeared again past the firetruck, and the sign read "Cruise Left Lane." Then the left lane disappeared again as we approached 4th Street. There was still a police siren wailing somewhere behind us. Wait, was that a "Cruise Turn Left" sign?

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Continued....

The left-hand lane disappeared again right after a sign read “Cruise Left Lane.” Then the left lane appeared again leaving everyone confused. The police siren was closer to us now and it was in a car. They kept the siren running every other minute.

We finally turned left on to Liberty Street and again left on to Virginia Street to find two cruising lanes. But now the car with the siren was next to us and the obnoxious siren was still wailing.

We got ahead of the siren car but now we were next to a convertible Lincoln Continental with the loudest, nastiest songs blaring from its stereo. I’m embarrassed to even say the words to the songs but I’m sure every child from Liberty Street to 7th Street heard them, repeatedly.

There were thousands of people lining Virginia Street on both sides of the street from the Truckee River bridge to 6th Street. Wow, what a turnout. It was amazing.

We were still in ear shot of the siren and the Lincoln Continental but now we have a new sensory assault for the crowd’s enjoyment, loud revving car engines trying to outdo each other.

Cruise cars were now beginning to overheat, blocking traffic, causing the two cruise lanes to become one, then two, then one, then two. Several cars were pushed onto the nearest side streets but as we got closer to 7th Street there were too many to move off Virginia Street.

Finally, 7th Street was in sight but with a new issue. As I mentioned earlier, 7th Street is the only crossing street, so every car in the left lane wanted to make a right turn and every car in the right lane wanted to turn left and throw in a few more stalled cars.

Terry and I finally dropped Caden and Anna off at their car and I just sat there, exhausted. But ready to do it again next year at HAN 2026.

Ken Moberly

RBCC 2025 HAN Action Drivers

Thank you to all our RBCC members who volunteered this year.



Sky Peaks Senior Living

Show & Shine

On Wednesday, August 13th following Mimi's biweekly meeting wagon master Ray Hiett, led a caravan of seven cars to Sky Peaks Senior Living for an RBCC Show & Shine. Residents enjoyed the event by admiring the British cars. Lunch was served at 12:00pm with the residents. Sky Peaks awarded two gift certificates for first and second place, along with an honorable mention.

Sky Peaks Senior Living Show & Shine Awards

First Place: Rick Armstrong for his Austin Healey \$25 dollar gift certificate

Second Place: Wayne Saylor for his 1954 MG TF \$20 dollar gift certificate

Photos provided by Sky Peaks Staff



August Luncheon Saturday 23rd

The Manchester's Picnic

Article By RBCC Member Lawson Fox

Photos By Dennis Tholen and John Dark

It was picnic Saturday, the day of the much-anticipated picnic to be hosted by Charlie and Carolyn Manchester at their South Lake Tahoe home. The weather was mild as a group of about a dozen cars left Reno. Everyone was making good time and keeping up the pace as we got to the meeting point on highway 50 just past Carson City. Here we learned that Dennis Conly's TR8 had decided that it didn't want to provide charging current to its battery any longer, so Dennis wisely decided to head back to Reno while he had energy left to run his ignition.

The journey over the top of Spooner Summit went well, but once we neared Edgewood, Andy Hebert detected a bit of rough running in his Jensen Healey GT so pulled over to make some roadside carb adjustments. This stabilized things and he soon arrived at the picnic. The rest of the group had already showed up and was providing a streetside popup car show with passing drivers by taking notes.

Manchester's son-law Paul was chief grill master and soon had delicious burgers with two kinds of cheese, grilled pineapple for the burgers and jumbo franks ready to serve. The sides were delicious as well with potato salad, chips, pasta, and green salad available among the many delicious offerings.

Wait, what is that rumble? An unmuffled Harley coming over from Genoa? Maybe a Z28 daring to tackle Kingsbury Grade? No, it was thunder. And it was getting closer. The sky looked a bit threatening but held promise that our picnic would be undisturbed. But suddenly it needed to show us all who was the boss and unleashed lots of big raindrops with even more thunder. Picnickers took shelter under the popups, stacked the chairs, folded the tables and moved them to a convenient place to be stored away later. Everyone did get to enjoy their meal, which was finished off with amazing deserts with everything available from chocolate cake, torts, apple pie, cookies, and many other amazingly delicious things.

With the rain upon us, there was a bit of a break, and many decided to bid the Manchester's adieu and start their drive back. I can't vouch for the others, but I encountered the heaviest rain I have seen in our area over the 34 years I have lived here as I drove home over Spooner Summit. The road was a rushing river. There was small hail. Vivid lightning followed by immediate thunder kept things lively. For me, as I neared Carson, it let up and I was dry the rest of the way to Reno. Others who left a bit later said that they had similarly intense rain all the way through Carson City.

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But hey, I think everyone got home. Even the Hebert's, though they had to stop and tighten up the driver's windshield wiper as it had worked so hard to try to keep up with the rain and hail, wanted a rest and had decided that it might just free itself from its base. But, it got tightened in time.

Thank you again to Carolyn, Charlie, and their son-law Paul for hosting our group once again. It is always a special event, a great summer meal and just the right distance for a Saturday drive.

Enjoy Photos by Dennis Tholen and John Dark

Setup crew Carolyn and Charlie Manchester, Manchester's son-law Paul Pfotenhauer , Dennis Tholen, Linda Isaacson, John Dark, Kathy and Dale Schuett .



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A Most Misunderstood British Sportscar

Photos and Article

by

William T Doyle



1969 MGC GT



1969 MGB GT (source internet)

There are lots of classic British sportscars produced in England, but the MGC has got to be the most misunderstood of all of them. Before the MGC (1967-1969) came the MGB (1962-1980) and before that the MGA (1956-1962). The MGC was the last of the sportscars solely designed and produced by Morris Garages aka British Motor Company (BMC). Although MGs have been produced after 1969 by British Leyland, Rover and SAIC the MGC was the last of its kind with lineage back to early MGs produced in the 1920s.

BMC engineers in the mid-1960s realized that the engine bay of a MGB could accommodate a larger more powerful engine. Hence, the concept of the MGC was born.

The MGC is and continues to be a completely misunderstood sportscar. The best way to describe it is, the MGC is the Rodney Dangerfield of British sportscars – it just didn't get any respect as the American comedian Mr. Dangerfield used to say. The MGC looks like an MGB; was panned by the press upon its debut; never sold well; was shunned by Donald Healey; was replaced by the Triumph GT-6 then the TR-6; was poorly marketed; and was dumped on the North American market.

For those unfamiliar with the MGC, it is the 6-cylinder 145bhp (@5400 RMP) version of an MGB. It is actually the most powerful MG ever made, even more powerful than the MG Rover V8. The BMC-C series engine is a straight inline 6 measuring 2,912cc and was specifically designed for the MGC. The BMC-C series engine was also used in an Austin-3 Liter executive saloon

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produced between 1967 and 1971. The BMC-C series engine is 340lbs heavier than the 4-cylinder 1,800cc engine used in the MGB causing the MGC to be “nose” heavy. However, it is a very reliable engine with 7 main bearings, twin SU HS6 carburetors and could produce 170-lb.ft. of torque @3,400 RPM.



MGC 2912cc Engine



MGB 1800cc Engine (Source Internet)

The MGC came in Roadsters and Grand Touring (GT) coupe models (as did the MGB). The body style looks similar to an MGB, however due to the larger engine it had bumps on the bonnet to accommodate the larger engine and radiator. The interior of the MGC is identical to the MGB of the same years of production. Due to DoT regulations in 1967, the MGB and MGC targeted for the North American market had what is known as an “Abingdon Pillow” or padded dash and has no glove box. European and Asian versions of the MGB and MGC had a glove box. Upon closer inspection the MGC came with 15” wheels; had a torsion bar instead of front springs to accommodate a heavier engine; had an upgraded braking system; had a larger fuel tank and had a top speed of 123mph. The MGC handles completely differently than an MGB due in part to its increased horsepower.

The engineers at BMC redesigned the transmission tunnel to accommodate an optional Borg-Warner Model 35 automatic transmission. Because of poor sales of the automatic transmission option, the majority of inventory of MGCs with automatic transmissions were shipped to the North American to sell. Europeans didn’t want a sports car with an automatic transmission in 1960s.

While the MGC was on the drawing board in the mid-1960s, the engineers at British Motor Corporation enlisted the advice of British automotive magnet Donald Healey to help design a new 6-cylinder MG sportscar to replace the retiring Austin Healey BJ 3000. Donald Healey knew that the Austin Healey BJ 3000 was at the end of production but he wanted nothing to do with this new model. He hated the idea of using the body of a MGB married with a “Big Healey” engine.

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When the MGC was introduced to the media at the Earls Court in car show in 1967 in London, the MGC demo models provided to the media were setup with under inflated tires. I assume that the auto tech setting them up may have thought the demos were an MGBs. With an extra 340lbs upfront with underinflated tires this combination caused major understeering when the MGCs taken to a nearby racetrack. Because of this error the British press lambasted the car which resulted in poor sales of the MGC from the very start.

British Leyland acquired the British Motor Corporation in late 1967. British Leyland owned Triumph and they produced the GT-6 (a 6-cylinder Coupe) and TR-6 by 1968 (a Roadster). The management at British Leyland didn't want three 6-cylinder sports cars competing against each other and one of these models had to go. The fact that the MGC wasn't selling well, the management at British Leyland decided to skuttle the MGC in late 1969 and put their engineering and marketing resources into the GT-6 and TR-6. This resulted in only 8,999 MGC being produced between 1967-1969. In comparison, 512,243 MGBs were sold between 1962-1980.

About 50% of the total production of MGCs were destined for the North American market with the remaining spread out between Europe, Japan, and Australia. University Motors of the UK, purchased the unsold MGCs in 1970 and a few more were sold by University Motors with racing upgrades until 1973.

But there is some good news in this sad story. While Prince Charles (now King Charles) was attending university in England, he drove a mineral blue 1968 MGC GT. So those of us that own at MGC have "Royal Blood" in their cars.

Because of the relative rarity of MGC in both Roadster and GT models, values of MGCs today exceed that of the MGBs. In the case of the MGC GT, only 1,743 with a 4-speed manual transmission were imported into North America. Fewer had an electronic Over Drive (OD) option. A MGC GT in concours condition can be valued up to \$41,000 where as a MGB GT in the same condition in the same year would be stretched to \$34,700 according to the Hagerty valuation tool.

On a personal note, I purchased a late model 1969 MGC GT in 2018. Mine is a 100% California car as it landed in San Francisco. It was finished in Taran Red; has black leather seats with red piping; has a 4-speed manual transmission with OD; originally had chrome spoked wheels, and a "cigar" (cigarette) lighter as options. The previous owners added Anthracite Minilite style knockoff wheel; I installed shoulder seat belts, headrests, put in amber fog lights, and have added a 4-speaker modern car stereo. But otherwise, it is a stock car. It was made between 2-16 July 1969 and I call her my "Abbey Road" because she was born during the time the Beatles were recording the album, Abbey Road.

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I like to display my car and I can't tell how many times I have been put in the same show class as an MGB GT. I often get a high five while driving my MGC round town from some passer-by shouting "nice MGB". Talk about getting no respect.

Don't get me wrong I am happy driving my MGC and would never go back to owning MGB or any other British sportscar for that matter. I love my MGC and it loves me back -respect or no respect.

William T. Doyle, "Tom" is the proud owner of the 1969 MGC/GT. He has owned three MGs since 2009: a 1978 MGB Tourer, a 1976 MGB Tourer, and the MGC/GT. Tom lives with his lovely wife Heidi on the North Shore of Lake Tahoe and belongs to the MG Owners Club of Northern California, The Reno British Car Club, the American MGC Register Association, and the North America MGB Register. He enjoys writing about British Sportscars but would rather drive one than write about them!

RBCC Logo Jackets

If you would like to order our new Reno British Car Club Logo Jacket visit our Club's website.

Reno British Car Club Regalia Retail 2025

<https://rbccregalia.itemorder.com/shop/home/>



RBCC Grill Badges

If you would like to order Grill Badge, the badges are \$40 each.

To order grill badges please contact RBCC Treasurer Lawson Fox email Treasurer@renoallbritish.org. You can also find Lawson's contact information on the Membership Roster.



Welcome New Members

Please welcome our new members:

- Pat & Marilyn Harrelson who own a 1963 Jaguar E Type – coupe, a 1965 Sunbeam Tiger and a 1968 Mini Cooper
- Fred Firschein who is looking for a British car.

Classifieds

Did you know we have a “Classified” section on our club’s website?

We have decided to streamline the “Classifieds” we offer to members and non-members.

In the future, all classifieds will be published only on our Club’s website at <https://renoallbritish.org/classified/>

If you would like a classified published on the web, please contact Brian Kahler.

Board position open for 2026

Interested in getting more involved in RBCC? Here’s your chance to volunteer. We have open position for 2026.

- Director of Activities—This position takes a big load of the President and Secretary jobs. You would set up our monthly luncheons and other fun activities (does not include long road trips).

If you are interested in the position please contact one of our RBCC Board Members.

Free MGC Body

One of our RBCC member has a MGC Body for free, with no other parts. Please contact Ken Moberly if interested.

Article

As a Teen, He Restored a Raggedy '60s Jag. As an Adult, He Perfected It

By Jim Koscs

RBCC member Sheldon Werber shared an article from Hagerty. The article was published by Hagerty August 27, 2025, author Jim Koscs titled "As a Teen, He Restored a Raggedy '60s Jag. As an Adult, He Perfected It".

Link: <https://www.hagerty.com/media/car-profiles/as-a-teen-he-restored-a-raggedy-60s-jag-as-an-adult-he-perfected-it/>

Your invitation to join us for the 35th Anniversary of the British Auto Club of Las Vegas

35th Anniversary Celebration of BACLTV

October 10—12, 2025

October 10

Meet up: 12 noon Santa Fe Casino

Wheels up: 12:30pm

3 hour drive to Tonopah

Stop in Beatty to refuel, pee etc.

Stay at Mizpah Hotel *(each person responsible for their own hotel booking)*

October 11

Drive to Las Vegas

Wheels up: 10:00am

Stop off at Beatty for lunch and to refuel

Stop at Rhyolite

Arrive into Las Vegas around 4pm.

Check in to Red Rock Casino *(each person responsible for their own hotel booking)*

October 12

Wheels up from Red Rock Casino at 10:00am

Drive to Red Rock Canyon. Photoshoot

Luncheon/Car Show: 12.30pm

Participants are welcome to join in on all or any of the events...

To RSVP or more information contact— the BACLTV website: www.bacltv.net

Organizer Dr. Shelley —president@bacltv.net - phone number 702.789.8653

Hotel reservations at— Mizpah Hotel, Tonopah—<https://themizpahhotel.com/>

Red Rock Resort —<https://www.redrockresort.com/>

RBCC Upcoming Events

Other Car Show Events

- **Wednesday, September 10th and 24th at 9:00 a.m.**—Breakfast at Mimi's 5090 Kietzke Lane, Reno, NV
- **Saturday, September 13th, 2025**—RBCC September Luncheon at Land Rover Dealership 9150 S Virginia St Reno, NV 89511
- **Saturday, September 27th, 2025**—RBCC Motor Show, Rancho San Rafael Park
- **Saturday, October 11th, 2025**—RBCC October Luncheon at Zozo's 3446 Lakeside Dr. Reno, NV 89509
- **Saturday, November 8th, 2025**—RBCC November Luncheon at Casa Lyon's Grande 1655 Robb DR. RENO, NV 89523
- **Saturday, December 13, 2025** —RBCC Christmas Luncheon at Masonic Lodge, 601 W. Peckham Lane, Reno.

Other Car Show Events

- **Portland All British Field Meet Saturday, September 6th thru 7th**—Portland International Raceway more details forthcoming
- **All Triumph Drive-In Thursday, September 11 thru 14th**— Port Angeles, Washington. Details: <https://www.tyetriumph.org/ATDI/2025-ATDI> Registration is now open
- **Triumphfest 2025 Sunday October 5th thru 7th**— Buellton California Details: [TriumphClubSoCal](#) Registration is open
- **California Healey Week 2025 Tuesday, October 7th thru Friday, October 10,th**— Redwoods in Yosemite, CA Details: [California Healey Week \(CHW\) 2025 - Events - Austin Healey Association of Southern California](#) Registration is open
- **British Auto Club of Las Vegas 35th Anniversary Celebration Saturday, October 10th thru 12th**— Details <https://www.baclv.net/> Upcoming Coming Events

Vendors

Need something done that you can't do, check out these folks.

Mark Thomas, (traveling mechanic) 817-602-6485

Dave Logan, (traveling mechanic) 925-435-9230 **Updated phone number**

Marty Enterprises (manufacture rebuilder), Ray 503-357-5640 Oregon

Tim Dickey, Integrity Automotive (full service shop) 775-351-2500

Wellman's Upholstery 775-331-7105 Reno

Terry Davidson at Classic Restoration (Upholstery) 775-331-3533

Sierra Wheel Repair (can fix pitted chrome wheels) 775-815-1980

Ayres Brake and Alignment 775-331-4553, Sparks

ABC Lock and Glass, Debbie 775-331-5308 Sparks

Brite Glass 775-827-6767 Reno

Concours Body Shop, Susan, 775-329-4557 Reno

ABC Plating, Rick, 775-358-2929 Sparks

Car Chrome Decals 416-550-1906 carchromedecals@gmail.com

Engravers of Reno (**name badges**) 775-786-0776 contact@engraversofreno.com

Greenbrae Trophy (**name badges**) 775-3588305 gbtrophy@aol.com

North American Embroidery (**logo RBCC jackets**) 775-322-8600

Canoe Hill Design and Embroidery, Carole, 775-846-5427 Sparks

Industrial Finishers, 3865 Mira Loma Dr., Suite 102 775-729-4274 Touch-up and Paint matches

Woody's MGM Parts, Woody Williams 775-364-4978, Yerington

Ol' Phartz Partz, Steve Christiansen, Banning, CA 951-797-0730, 714-686-1236 cell
www.olphartz.com

Big O Tire Balance Wire wheels and sells 14" tires 775-737-0085

Classic Restoration, 3000 Highway 40 West Verdi 775-331-3533

Auto Diesel Electric Supply, LLC, 1267 Gator Way, Reno, Larry White 775-358-0607

Hero Environmental Services, 4900 Mill St. #7, Reno, NV Owner: Gary Grimes, 775-900-4376

Miranda's Auto Repair, Juan Miranda, 2556 Wrondel Way, Reno 775-828-5244

Mo's Music, 23 Snider, Sparks, NV 89431, 775-331-6618.

Shifted Performance located at 545 Depaoli St., Reno. (775) 501-5512.

The Following are Internet Companies:

MossMotors.com, 800-667-7872

Northwest Import Parts, www.northwestimportparts.com, 503-245-3806

The Roadster Factory, www.the-roadster-factory.com, 800-234-1104

British Parts Northwest, www.bpnorthwest.com, 503-864-2001

Abingdon Spares, abingdonspares.com, 800-225-0251

Rimmer Bros, www.rimmerbros.com, 855-746-2767

Delta Motorsports, LLC, www.deltamotorsports.com, 602-265-8026 (Jensen Healey)