



British Automobile Owners Association Newsletter

Dedicated to Educating people about, and the Enjoyment and Preservation of, British Automobiles!

March Model Madness British Motorcar Models

Assemble, Build, Collect, & Bring your LBC models to display!

The BAOA March Membership Meeting at

**Conveyors & Equipment;
2227 Commercial St. NE
on Wednesday, March 14th
at 6:30PM**



is the place to bring your **British motorcar models** to show to fellow BAOA Members.

The BAOA is providing **dinner!** We'll have pizza, salad, and & dessert.

You'll need to bring you own **drinks** (BYOB) and **chairs**. And, of course, your **model(s)**.

There will be **trophies**, a **heated slot-car race**, and **loads of fun!**



[We will have the slot car track up and running, so bring your 1/43 scale cars. There will be a number of "tongue in cheek" awards given for more or less whatever we (the membership) come up with ... thoughts run to best self-built, most similar to a member's actual car, most odd-ball, oldest, best collection, peoples choice, etc. The awards will be in the form of vintage trophies with lovingly lettered labels (i.e. sharpie on masking tape).]

*Please don't park in front of the neighbor to the south.
There should be plenty of parking in Henry's lot.*

[If you get lost, look for the smoke coming from the British motorcars or slot cars, or call Henry at (505) 259-1537.]

Calendar of Events

March, 2018

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April, 2018

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

- Mar. 14: Membership Meeting**
Conveyors & Equipment
2227 Commercial St., NE; 761-0123;
Dinner 6:30PM, Meeting 7:30PM.
- Mar. 21: Board Meeting**
Lawrence Residence (potluck)
1015 Fox Hollow Pl., NW; 934-7827; 6:30PM.
- Mar. 24: Fourth Saturday Breakfast**
Vic's Daily Café;
3600 Osuna Rd., NE; 341-9710; 9:00AM.
- Apr. 11: Membership Meeting**
Cocina Azul
4243 Montgomery Blvd.; 831-2600;
Dinner 6:30PM, Meeting 7:30PM.
- Apr. 18: Board Meeting**
Location to be announced.
- Apr. 21: British Car Roundup**
Unser Racing Museum
1776 Montaña Rd., NW; 9:00AM.
- Apr. 27-29: British Car Days**
La Mesilla
www.bmc-snm.org
- Apr. 28: Fourth Saturday Breakfast**
Hot Tamales;
1520 Río Rancho Blvd., SE;
Río Rancho; 962-0123; 9:00AM.

BAOA British Car Roundup

Join us on **April 21st** for a fantastic
British Motorcar Show

at the **Unser Racing Museum.**

**1776 Montaña Road, NW,
from 10:00AM until 1:00PM.**

(On-site Registration begins at 9:00AM)



Announcing the first annual (possibly ONLY ever) Trans Trinidad Trivia Tour!

BAOA members and anyone else with a cool old car of any make or model is invited to beautiful historic Trinidad, Colorado the weekend of August 17 through 19.

Here is what we know thus far: We can get a group rate of \$90.99 a night if we book ten or more rooms at the Quality Inn on Topal St. at Exit 11 off Interstate 25. That rate includes a very good breakfast selection, and use of the meeting areas for registration, etc. It is a really nice hotel, recently renovated, with an indoor saltwater pool and hot tub. The hotel is near the historic district in Trinidad, and we have arranged a trolley tour of the city and a free private tour of the Bizarre Car Garage for Friday night. (Check them out at www.artocade.com)

The car show will be held at Central Park in Trinidad from 9 to noon on Saturday. The cars will be displayed in a shade tree covered parking lot with access to bathrooms. We have arranged to have the good folks at Redneck Smoke Barbecue bring their truck to the show for a no host lunch that will include some of

the best barbecue in town and a good vegetarian menu. Awards will be given for first, second and third places for Crowd favorite. At noon you will be turned loose to run the rallye, which should take roughly

two hours. We hope to have the Saturday evening banquet and social hour at Tequila's or another fine establishment in the area around 7 pm, and the award ceremony breakfast will be in the meeting room of the hotel Sunday morning. There will be three trophies awarded for the rallye scores.

Trinidad has several really awesome museums, antique stores, and art galleries. The old homes and brick streets are breathtaking, and many of the 9000 residents there are what we call "colorful characters" back in south-east Texas. The city officials have been very welcoming and excited about the idea, and we encourage everyone to plan on staying some extra time simply to enjoy the beautiful scenery and laid back elegance of our adopted home town.

At this point, we are fine tuning details and costs and seeking a show of interest and availability for participation on that weekend. Please contact Dave Fain at kf21857@gmail.com or Gidget Fain at gidget.campbell@yahoo.com and let us know if you can come and play! We will be trying to nail down costs and continue to keep everyone advised. Please let us know as soon as possible if you can come.



↖ {A couple of samples of what is displayed at the Bizarre Car Garage in Trinidad.} ↗

Chet's 
WHEEL ALIGNMENT, INC.

COMPUTER 4-WHEEL ALIGNMENT
ON FOREIGN / DOMESTIC VEHICLES
ON-CAR WHEEL BALANCE
STEERING / SUSPENSION REPAIRS / BRAKES

299-4221

7815 MENAUL BLVD., NE TIM ELLIS,
MANAGER
ALBUQUERQUE, NM 87110

ACE FRY
Associate Broker


 **COLDWELL BANKER**
LEGACY





(505) 281-0000 BUSINESS
(505) 286-9881 DIRECT
(505) 281-3315 FAX
(505) 449-7507 CELL
acefry@msn.com

12042 N. Highway 14
Cedar Crest, NM 87008

www.cblegacy.com/afry
Each Office Is Independently Owned And Operated.


**27th Annual
British Car Days**

**On the plaza of La Mesilla, New Mexico
Saturday, April 28, 10am-2pm**
Hosted by the British Motorcar Club of Southern New Mexico
For more information visit our website: www.bmc-snm.org

The Cat Growls Again

... And Also Purrs

By Mel Mackaron

People like to pick on British cars, and sometimes it seems warranted. But occasionally an anomaly happens that affects all cars – at least modern cars. In my case, about six years ago my Jaguar XJS decided it would like to accelerate on its own. This was annoying at the least and potentially quite dangerous.

My first encounter with this was in 2013 when I was on my way to pick up my brother at the Albuquerque Sunport. All of a sudden in a 20 mile-per-hour zone, my engine was racing at about 2800 RPMs. This is what I'd expect going down the highway at 90+ miles per hour. I could handle it, but knew if a pedestrian darted in front of me someone would get seriously hurt – and it wouldn't be me. My first inclination was to check to see if the accelerator pedal was hung up on the floor mat. It wasn't.

So I hustled the car over to the dealership for the first of many attempts at correcting the problem. Thus began a six-year odyssey. Their first try at fixing the problem was to lubricate and adjust cables and linkages. This solved the worst of the problem, but the acceleration issue still persisted. Repeatedly, I returned to the dealership. Over the years, they tried many tweaks, and over the years, I would drive away feeling that the problem had been fixed only to be once again disappointed.

Here is a description of what I experienced time and again. I would start my car in the morning, and it would rev much higher than it should. Doing a kick-down would not cut the RPMs, so I would drive off and my car would settle in a little. But going down the road, I would take my foot off the gas pedal and my revs would inch upward. If I was going, for example, 30 miles per hour, my velocity would gradually increase to 50+. I would feather the brake to bring my speed back down only to have my car accelerate again ... and again ... and again. Three to four times a year I returned to the dealership. They would try something new or repeat a previous "fix", but nothing availed. Well-intentioned friends who knew more than I did came up with suggestions, but these did not help, either.

Here are some of the things we tried:

- ◇ Clean and lubricate the cables;
- ◇ Disconnect the cruise control to see if the problem persisted (It did.);
- ◇ Replace the battery (a long shot, but why not try it?);
- ◇ Clean the air intake valve. [This was interesting, because the dealer first said my car did not have one, but I opened the hood and showed them exactly where it was. Anyway, this did not work, either.];
- ◇ Repeatedly adjust linkages and connections;
- ◇ Thoroughly check the fuel system and clean all lines and injectors;
- ◇ Replace air and fuel filters.

There was more, but after all this time I cannot remember everything that they – or the new dealership – tried. All I can say is that after over five years my frustration level had reached its limit. I finally contacted Jaguar North America because I felt they would have some master technicians who could help the local crowd out. I told them about the many years and thousands of dollars I had spent with this. I also told them how wrong it was that parts had needlessly been replaced, but that I had never been reimbursed for these ineffective measures. So they came on board and worked with the dealership to try to resolve the issue. I must say, however, their technical expertise was no better than the local boys.

Finally, in August 2017 I had had enough. I decided to do my own research. I went online and typed "1996 Jaguar XJS accelerates on its own". I was amazed at the number of links that

appeared. And they were not all for Jaguar. Dodge, Jeep, Toyota. These and many more had the same problem. As a rule, the problems had started surfacing once cars had become more dependent on electronics. And to Jaguar's credit, they acknowledged the problem. Other manufacturers claimed "user error" and absolved themselves of any liability. So I do appreciate Jaguar for that one reason.

Anyway, a representative from Jaguar finally contacted me in November. He said that they had decided the problem was in my Powertrain Control Module (PCM). [This is also known as an ECM – Electronic Control Module.] Unfortunately, there were two issues associated with this. First, Jaguar does not manufacture these for my car anymore. So I would have to buy a used one. I resigned myself to this, but was then faced with the second problem. On "exotic" cars these modules are "VIN-specific". This meant that I would have to have the dealer install it and program it. It was not "plug and play" as you might have on a more mundane vehicle.

Here is where the problem grew further. The local dealership, being fairly new to Jaguars, had neither the specific tools nor the software to program my module. So although I had been able to locate a PCM for my car, they would not be able to effect the repair. My car was running no worse than it had for the last four years, so I made an appointment with my original dealer in Pasadena, California. My service advisor with whom I have had an association for almost 22 years checked, and "yes", her techs still had the tools, software, and expertise to do the installation.

So in early February 2018 I drove to Pasadena with little adventure along the way. The next morning, however, as I drove to the dealership my car was surging violently. If I weren't a certified stunt driver, I doubt I would have been able to make it to my destination "safely". [I use the word "safely" advisedly, as this car had no business on the road.]



Anyway, she took it in and I got it back that Friday morning. She assured me the car was running fine – and it was. It growled when it should, and – more important – it docilely purred when I took my foot off the gas. Lordy, was I ever ecstatic! End of story, and happily ever after!

Well, not quite. After driving out to Culver City, when I restarted the car the "check engine" light came on. I hurried my car back to the dealership. [As an aside, I must say they were generous in lending me a new Jaguar XE for approximately the week they had my car.] They had my car ready for me on Monday with the evaluation that the module I had purchased was for an XJ6, not an XJS. The XJ6 has some components that my car does not, so the module throws out error codes. This does not affect my car's performance, but Ken Adams told me that I won't pass an emissions test if that light is on. The conclusion?

First of all, don't blame your British baby. This can happen to any modern car. Hopefully, my narrative will save you six years of frustration and grief if it happens to you.

The second question is this: Will I replace this PCM? My car runs great, but I have always striven to keep it in nearly perfect condition. Why would I stop now? And I cannot bear the thought of my Jaguar failing any kind of test. So I have already located the exactly correct module for my car and told the supplier that I will purchase it just prior to another drive to Pasadena. Why not? The XJS drives like no other car, it's a good chance for my cat to stretch its legs, and my baby deserves perfection.

Would you do the same? [I think so.]

None of Us is as Smart as All of Us

By Rex Funk

I have a confession to make: I am a recovering DIY guy. I am the son of a machinist who was used to solving his own problems, which sometimes caused more problems. Like the time he loaded a big charge of starter fluid in a lawnmower carb and set the whole thing on fire when he pulled the starter cord. I have to fight my inner rugged individualist tendencies often. The age-old argument about asking for directions or going by the seat of your pants is one challenge. I will now ask for directions, but I avoid the 17-year-old Circle K clerk who probably doesn't drive, or relies on Google Maps audio to be led to a destination turn-by-turn then forgets how to get there. I will, instead, try to find someone who knows the lay of the land and how to navigate it.

I had another chance to work on my addiction when I drove my Alpine to the last BAOA board meeting. The car had failed to turn over the week before, and I thought I'd solved the problem by tightening the ground strap from the battery. When I tried to start it after the meeting though, it didn't turn over. The courtesy light had a sickly dim glow, and the horn didn't work, indicating low voltage. While I was re-tightening the ground strap, I was reminded of the old definition of insanity: "doing the same thing over and over and expecting different results".

When your car has a problem in this club you are soon surrounded by other Britcar owners who will commiserate, ask pertinent questions, offer advice, and sometimes even help. Kevin, Bill, Ace, and Jake were soon on the scene. Ace asked what he could do, and I suggested we try a jump start. We hooked up my jumper cables and gave it a try with no results. Bill Lawrence then pushed the manual start button on the starter solenoid and the starter turned over. This eliminated the faulty battery ground theory, but it could have been lots of other things including a faulty ignition switch. Had I tried to solve this alone, it might have taken a few hours out there in the cold chasing wild guesses. Fortunately, Bill asked the crucial question: "Does this car have an ammeter?" The answer was yes.



The ammeter on these cars are fed by a large wire from the positive post on the starter solenoid. It is wired in series, and the output feeds the electrical for the whole car. It turned out the ammeter had partially failed, which caused a very weak current to the rest of the car. They just don't make 55 year-old parts like they used to. The starter worked because it was fed directly from the battery through the starter solenoid. Of course, Bill knew this because he had had the same problem in the past. The solution was to disconnect the ammeter and jump the wires to bypass it. In doing this, I forgot to disconnect the battery and released some of Mr. Lucas's famous smoke (but that's another story: I guess I am my Father's son). A couple of fried ammeter wires later, Jake Jacobson offered a jumper wire complete with alligator clips. I jumped the partly toasted wires, turned the key and it fired up like a champ. Bill and Linda followed me most of the way home, and there were no problems. Later, I rigged a more permanent bypass, and the car has run well ever since.

At the following club meeting, Bill suggested I replace the weak link ammeter with a volt meter. My car has an after-market alternator, and a volt meter is a better solution when running an alternator. It will indicate the state of the battery, and tell whether it is being charged by the alternator. An ammeter does only the latter. Also, a volt meter requires only a hot wire and ground, so eliminates the issue of the entire chassis electrical load passing through the ammeter. Good advice.

If experience is the name we give to our mistakes, I am more experienced today. I have also benefited from the experience of others, and that gets me back my earlier point: ask directions from someone who knows the lay of the land and how to navigate it.

Thanks again to my fellow BAOA members.

Parts For Sale:

Name: Joel Widman

Phone: (505) 220-1147

Email: jlwidman1@gmail.com

Message:

Hi, I'm selling 4 Rostyle wheels that just came off a 1974 MGB. They are in good shape and not out of round as far as I can tell. Lug nuts and trimmings are included. Don't have photos yet but I'm in Corrales and anyone who is interested is welcome to take a ride over and look at them. Asking \$300. If you have any interested members you can give them my contact info. Email or text is best. Thanks, Joel



Jaguar patch panels 101!

For Sale: I have a 1965 3.8 S Type Saloon, which I have owned since 1990. The car (locally purchased from Melloy) has historically been maintained by myself and local mechanics, Bruce Kirby and Tom Leggets. I am advancing in age and am thinking of selling the car. I think I have around \$15K in restoration but will sell for \$7,500. Thanks, Tim. The car needs a "tune up" so I will contact your mechanics listed on this site.

Name: Tim Callahan

Phone: (505) 440-6207

Email: tcallahan@gmail.com

**BUY ONE OF THESE
FOR THE BRITISH
CAR ROUNDUP!**

For Sale: 1977 MGB

This vehicle has been totally restored. It has 36,000 miles on it. It has gas shocks, wire wheels, Weber two-barrel carb., & cruise control. The car ran on the Indy Speedway in 1996 during the MG International. I want to sell the car for \$9,900.00. Contact: Cosmo Lubertazzo at (505) 856-7137 or (505) 610-6237 or coskath@comcast.net.



albuquerque **TIRE**

WHERE YOU GET A CHOICE

Adam O'Connell

888-3833

4215 Menaul Blvd., NE; Albuquerque, NM 87110

Hours: Mon. - Fri., 8:00AM - 5:00PM

Clocks & More Clock Shop



New Mexico's Only Premier Clock Shop

Sales * Repairs * Service

Pocket & Wrist Watches * Antiques &
Modern * Hour Glasses * Globes

8226 Menaul Blvd., NE;
Albuquerque, NM 87110
Hoffmantown Center

(505) 883-9200
molsonle@msn.com
clocksandmore.net

Happy Hoods



MIKE VAVREK
616 Isleta SW
Albuq., N.M. 87105

PREOWNED CARS & AIRCRAFT
Leasing-Wholesale Detailing
505-873-3613

Serving Albuquerque Since 1972

HOUSE of COVERS
AUTO UPHOLSTERY



HOURS:
8-5
MON-FRI

ALL YOUR UPHOLSTERY NEEDS INCLUDING:

- CAR COVERS • CARPETS • CONVERTIBLE TOPS
 - BRA COVERS • BOAT ACCESSORIES • DASH COVERS
 - INSERTS • REPAIRS • RESTORATION • SHEEPSKINS
- Hector Gongora (USA - CWO Ret) & Steve Gongora



www.houseofcovers.com

115 RICHMOND DR., NE
(Behind Lobo Theater)
"NOB HILL DISTRICT"

256-0551



B.A.O.A.
P.O. Box 35445
Albuquerque, NM
87176-5445

Board of Directors

Ace Fry (505) 449-7507
Rex Funk (520) 400-3337
Jake Jacobsen (505) 228-1361
Bill Lawrence (505) 934-7827
John Smedinghoff (505) 856-6712
Patrice Smedinghoff (505) 856-6712

Newsletter

Kevin Kittle (505) 345-4207
mmssrry@gmail.com

www.baoa.org