

BRITISH MAR 25



“What do you think?”

“I like it! What is it?”

“It’s a Daimler.”

“Gottlieb Daimler, the co-inventor of gasoline vehicles? That’s a great looking German car!”

“Oh, no. Turn to page four.”

(Gottlieb – “Beloved by God” or “God’s love”)

BRITISH

>Well worth reading some of the time<

March, 2025 Issue

The monthly publication of the British Iron Touring Club of North West Arkansas.
Dedicated to the preservation, touring, towing, racing and discussion of British cars.

Contact Us

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Monthly Meetings:

At the *All American Steak House and Sports Theater* at 3492W Sunset in Springdale. The second Thursday of every month except for December. Business at 7:00, but arrive near 6:00 for socializing and supper,

Other Meetings:

As announced on Meeting Nights or on our BI-List email server.

Meeting Night, Feb 13th: A large and happy crowd tonight despite the cold weather. The drive down to Springdale was so easy tonight that we were the first members to arrive. Well, we were 1st because the Shrum's didn't attend tonight. Despite some concerns, we decided that flue germs would not be mean enough to attack on Valentine's Day eve. We sat with Tom and Alicia and had pleasant conversations. They have lived in a wide variety of locations and we discovered that Tom and Yrs. Trly share more interests than just cars. *Such are the side benefits of our club.* **DUES ARE OVERDUE! Severe and inhumane measures are being considered for slow payers!** Elaine announced that we have \$5445 in the treasury with more due (sorry). During the business session, Bill Watkins again stressed the desire and methods being put into place to bring more entrants to our fall car show. We then worked out an activities calendar for this year. See page 3. Robert Tschiemer of BMCA has joined our club and offered another article to our newsletter. Our kind of guy! But we were also promised another member contribution.

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An 'interesting' false start – looking for another British car to feature in the April newsletter, Yr. Ed. started researching Armstrong Siddeley cars. What a mistake! A history so convoluted that two readings leaves you no wiser and cars that (mostly) are so unattractive you really don't care. I pass. You're welcome.

BEHIND THE WHEEL (from the right-hand side) by Bill Watkins

A fairly quiet month. Passport Transport finally picked up my Jaguar to haul to the new buyer in California. Sad to see the old girl go – we had a lot of great adventures together. And a few misadventures. But all memorable.

With the Jaguar gone I now have the Jensen back in my own garage (it has been living in a neighbor's garage since the Alvis arrived). The plan is to keep the Alvis in the big garage where we also have our home gym. But after driving it into the garage the fumes (gasoline) were terrible for several days making our workouts unpleasant. If I can't figure out how to stop the fumes I'll have to swap it with the Jensen. The small garage where the Jensen resides is not climate controlled so I fear what the temperature extremes and swings will do to the finish on the wood. Maybe I worry too much.

The initial movement of the Jensen and Alvis into their respective homes was delayed by a large fuel leak from the Alvis. Upon inspection I found the fuel coming from one of the two float chamber overflow pipes. So a stuck float or valve. I took the offending float apart and really could not find anything amiss. I could not detect any liquid inside the float itself and it was floating. I raised the height of the valve lever a tiny bit in case that was the problem. At that time the chamber was about half filled with gas. When I took the top off of the other float I found the chamber empty – dry even. That seems odd to me. Does it to anyone else? Anyway, for whatever reason, the problem seems to be resolved.

I am looking forward to our club drive to support the Crozier's car show in Cedarville on the 15th. Bambi Crozier has told me that there is no animal control in rural Crawford County. Fort Smith and Van Buren have animal control units, but they require an animal control officer to see the animal and agree to pick it up before the animal rescues in town will take the animals. For whatever reason, residents of these cities dump their unwanted pets out in the country rural areas (Cedarville, Chester, Natural Dam, etc). A lot of animals get dumped.

Bambi has two separate rescues that she works with in her community. KLAR is a 501(c)(3) that focuses on transporting dogs to Chicago, and securing dog food donations for homebound seniors (they have 74 homebound seniors in this community who participate in Meals on Wheels). Dexter Dog Rescue is a 501(c)(3) newly formed rescue that houses dogs onsite at an individual's home with kennels in the back yard. Bambi and Neil decided to host a car show to fundraise for these rescues. The intent is to educate the public about this issue and raise some money for the two rescue operations mentioned above. Bambi tells me that the community does a great job at coming out and supporting events they consider fun and entertaining, but they won't just 'donate'. They want something in return for their dollar given. She is hoping that a car show with a lot of cars like ours that the residents have rarely or never seen before will inspire them to donate. The entry fee will be a very reasonable \$20 and there will be trophies and judging. Of course, the money would go to the charities.

The date is the 15th and we will discuss meeting points and departure times at our meeting on the 13th. I hope you will join us in supporting Neil and Bambi.

I am looking forward to the activities that we have scheduled for this year. In particular I look forward to trying the Oark Mountainview Bistro in, well, Oark, and Sam'n Ellas Pizza in Tahlequah. I am always intrigued by a restaurant with the courage to open in some out of the way place like Oark, so that should be interesting. And Greg and Mark are always bragging about the pizza and fried mushrooms at Sam'n Ellas. I really appreciate Marcy taking on the role of events coordinator as that takes coordinating with these places back off of my plate.

See you on the 13th and hope will join the drive to Cedarville on the 15th.

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Coming Events

Next monthly Meeting Night – March 13th

MAR 15th: Cedarville car show.

APR – -- Ride to Oark Mountain View Bistro
For lunch.

May 17: Ride to Jasper for lunch

JUN 28: GOBMC Show ay Springfield

JUL 12: Ride to Tahlequah - Sam & Ella for
pizza

AUG: Too hot?

SEP 14: Work party at the Storey's

SEP 18,19,20: Our 'Brits in the Ozarks' show,
party and drives.

OCT 25: Halloween Party at the Storey's

NOV ?: Greg's annual overnight retreat

DEC 6: Christmas Party at the Store's

JAN 1: Annual gathering at the Steakhouse

With Mark Cory's retirement from professional auto restoration, we welcome other business card ads on this page. It is only \$50.00 per year.

And Mark came through with an interesting article for us this month! **Thank you, Mark.** His story reminds me how much I appreciate folks who just listen to their favorite music and don't 'broadcast' it. I admit I enjoy the occasional 'flash mob' YouTube video, where an orchestra shows up unexpectedly to perform in public. But, watching those scenes, few people look annoyed – just the opposite. Yet as a youth I was guilty of forcing my tastes on others. After high school, I had a one hour plus ride to work and back, through one town, but mostly rural or countryside roads. For the first four or five months on a naturally loud motorcycle. Then the next spring in a MG with a straight pipe fitted. I had a choice of several routes and one of them went by a convent in a pastoral setting. There was a low masonry wall at roadside, but I'm sure my loud passage was heard at 7:30 in the morning. In fact I know it was. I was speeding past one morning when an apple hit me on the side of the head so hard I nearly went off the road! I actually lost vision for a moment after it impacted my ear. Now, there was an apple tree by the masonry wall, but this wasn't a case of the tree dropping an apple on my head – the impact was from the side. I avoided that route from then on, but never forgot the incident. I like to think there was a nun in that convent with a really outstanding fast ball delivery. I deserved it. *Wil*

How did Daimler get to be a British car?



Gottlieb Daimler (born March 17, 1834) and Carl Benz, never personally met, but are jointly credited with independently creating the world's first petrol vehicles in Mannheim (Benz) and Stuttgart (Daimler) in 1886.

You might well ask why didn't Daimler of Germany object to England's use of what must have been a copyrighted tradename? Although Daimler, while alive, made some self-propelled vehicles, he is perhaps best seen as a pioneer in the development of petrol engines. In truth, they were at first technically pretty crude, able to develop very low power with 'hot tube' ignition and primitive 'carburetion' over a

narrow, slow rpm range. But the pioneering experimentation for that was during 1880s and there was no established engineering to follow.

Englishman Frederick Simms, a young mechanical engineer from Warwickshire, met Gottlieb Daimler at the Bremen Exhibition in the late 1880s. Simms acquired all Daimler engine patent rights for the United Kingdom and colonies, except Canada. In 1891 Simms borrowed a petrol-engined launch from Daimler and gave demonstrations on the Thames at Putney.

In 1893 Simms formed the Daimler Motor Syndicate Limited, which fitted engines into launches. After the 1894 Paris-Rouen Trials were swept by Panhard and Peugeot cars with Daimler engines, Simms decided it was time to establish a motor car factory in England.

Daimler died on March 6th, 1900.



By now you are probably tiring with this history, so let's look at an early English Daimler vehicle.

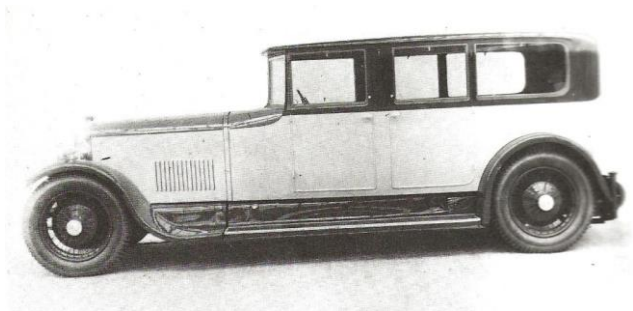
Here is one of the first Daimlers, a 4 hp twin-cylinder of 1897. Although marketed as English Daimlers, early cars were actually imported from Germany.

In the next few years English Daimler had a very big variety of models with two or four cylinder engines. In mid-1902 this was reduced to a three-model range. One of the first customers for the new 22 hp models was Edward VII,

who was an enthusiast of the brand and who probably was responsible for the long Royal patronage of Daimler cars. BSA purchased Daimler in 1910, following financial problems.

As the saying goes, more or less, 'Ugly is in the eye of the beholder', so let's skip the very early cars. In 1908 Daimler shifted from a performance emphasis (with little success) to refinement. The reason for this shift is that they obtained the rights to build and develop the Knight sleeve-valve engine designed by Charles Knight of Wisconsin. Development was carried out by Dr. Frederick Lanchester.

The sleeve-valve engines were soon made standard over tappet-valve engines, as they were relatively very quiet which, in those days, ranked much higher than the downside of leaving a small trail of oil smoke behind. The cars of the 'teens and 'twenties epitomized English styling – conservative 'British vertical'. We now jump to the 'twenties.



A 1928 limousine. As stated, British Vertical and it could be mistaken for a R-R, except it featured a Double Six 50 hp sleeve-valve engine designed by Lanchester. But Daimler wasn't totally stodgy.



Who could fault the styling of this Daimler Double Six as seen at Pebble Beach? It defines what the British used to call 'a cad's car'.

However, old sleeve valve cars smoke a LOT, sleeve valve cars are limited to relatively slow rpms because of the weight of the cylinders flailing up and down, and are more costly to produce. Engineering progress made poppet valve drive trains quieter and Daimler dropped the sleeve valve engines in the early 'thirties.



By the mid-thirties, in the depression, Daimler was forced to try something radical – cars for people who didn't employ chauffeurs! This is the 18 hp car. It doesn't seem likely that the wiper blades were designed to hang straight down, so let's assume this photo is post-war. Note the narrow glass fitted to the top of the window opening, to allow some ventilation during rainy weather. Six cyl engine.



This is a 1957 Conquest Century model, basically a Major with more horsepower and capable of 100 mph? Rich walnut and leather interior and a pretty good geezer car.

Daimler retained the traditional fluted radiator cover and that was continued once Daimler became a Jaguar clone in 1966. We can't conclude without mentioning Daimler's 'automatic transmission':

During 1930 Daimler began introduced a transmission system using a fluid coupling and Wilson self-changing gearbox for buses and their flagship cars. By 1933 the system was used in all new Daimler, Lanchester and BSA vehicles produced by the group from heavy commercial vehicles to small cars. In 1939 General Motors Corporation introduced Hydramatic Drive, the first fully automatic automotive transmission system installed in a mass-produced automobile.

Photos and some tech info from "The World of Automobiles", the Internet and Wikipedia.

BMCA's (and our new member) Robert Tschiermer has offered an article and by a coincidence the subject is close to one Yr. Ed. planned to run this month. **Used with permission.** The general theme is buying a new (used) car with appropriate warnings. Then I thought of third and fourth options. What the heck, let's have all of them. We start with Mr. Tschiermer's article and follow up with Yr. Ed's:

1st

FINDING, RESTORING AND MAINTAINING, AND OPERATING A VINTAGE BRITISH CAR

PART 1 OF A SERIES

British Motoring Club of Arkansas

By Robert S. Tschiermer, Co-chair, Triumph Marque, BMCA

Having a British car is an adventure. British car owners pass through three phases, finding the car, restoring and maintaining, and operating it.

Typically, the origin or life history may not be known, and a British car search is an adventure and should be approached carefully to avoid a nightmare.

Part 1, Where to buy a car

The days of an abundance of British sports cars from the 1960s are long over. When the undersigned was throwing a paper route in that era, there were about five classic British cars within a block. On my paper route, there were Austin Healeys, MGs, Triumphs, and even a Jaguar XKE. Those were the days when we had a British Leyland dealership in Little Rock where I grew up. Unfortunately, buyers are now left on their own to find these collectible cars. Days of British Leyland dealers as the former dealership in Little Rock, Continental Motors, are no more.

It is unlikely that your neighbor is selling the car of your dreams, although this still occurs. If it is found from direct knowledge, this often comes from another member of this or another British car club, or you may find one at a car show. The British Motoring Club of Arkansas sponsors one on Petit Jean Mountain near Morrilton, Arkansas in the summer, and the British Iron Touring Club of Northwest Arkansas sponsors another at the Fayetteville Fairgrounds.

This article will discuss three principal sources: from a national dealer which specializes in collectible cars, from a dealer that occasionally has a beauty on sale itself or on consignment, or from Facebook marketplace. It is noteworthy that there are many web sites listing classical cars but often the ads are from the sellers, so treat those as you would any private seller. As is said, buy the seller, or in other words verify the seller. If you purchase your car from a dealership, risks may be less, and this is especially true when dealing with those that specialize in these and other cars. Other dealerships may have an occasional car for sale. In all cases, caution on the part of a buyer is the rule.

In visiting with any a dealer which has an occasional classic car for sale, there will either be a frank conversation to its condition and history, or little information provided. If the dealership is selling with complete information perhaps from a long-time customer, this is the best of both worlds. The dealership may be solely selling collectible cars, or it may be a car repair shop, specializing in these cars.

Any business in the industry of vintage cars has a reputation to maintain, as no one wants to be known as a company selling “lemons”. This is why it is important to verify the seller, hopefully through those who have known them over the years. Your local car clubs are good sources if members will talk with you.

Some buy their cars sight-unseen from a dealership that specializes in foreign collectible cars, and this writer suggests this is the gold standard, but either you may travel to that city to see the car, or have it shipped to you, perhaps sight unseen. This is not so easy if it is in California, Florida, or New York, and many times, the costs of travel, or shipping, and the quality of the vehicle may make it much more expensive, but that is a great option.

Buying from a national dealer in classic cars may be the gold standard because of a lessened risk and an opportunity to buy a car of a type that is not readily available or that is in a highly prized condition. Hopefully, such dealers will be much more familiar with the car than the average customer and will not hopefully take in a problem car.

One such dealer is Historical Motors, LLC, in Medina, Ohio, outside of Cleveland, which specializes in historical foreign and American classics and has sold cars to customers throughout the United States and Europe. Its owner, Drew Schneider, said in an interview with this writer that he has been in this business for thirty years and has in inventory of many British cars.

Many will come to the business, but others will buy the vehicle and have it shipped to them, but regardless, he gives a complete accurate description.

As a dealer, if the car needs mechanical or light cosmetic work, it is completed before the car goes to the customer.

Mr. Schneider said customers who do not wish to travel to pick up their car will receive about 20 photographs and videos of the car. His web site has links to a national car transport company to ship the car and to Hagerty Insurance, as customer options.

Historical Motors has a wide variety of classics, ranging from Austin Healeys, including a 1959 BN6, 3000 BJ8, and other British masterpieces, as he now has 2 MG TDs and a 1967 Morgan, and scores of others. Amazingly, he even has a Mercedes 300 SL and it only has 11,555 original miles on it, as previously mentioned. Historical Motors has many cars that are not listed on his web site. Mr. Schneider is very supportive of the classics, is very knowledgeable, and he welcomes a visit.

The Historical Motors web site is: <https://historicalmotorsllc.com>

There are other national dealers as well. In the case of the Arkansas resident who bought the Triumph TR250, which was featured in the January 2025 article in the club newsletter, the Arkansan bought his Triumph TR250 from Classic Auto Mall dealership, in Morgantown, PA and had it shipped to Arkansas. Its web site is: <https://www.classicautomall.com>

If you are buying the car without traveling to look at it, the trust in the dealership results from its reputation and perhaps others who have used it, but no reputable dealership or any seller will hesitate to answer detailed questions about a car's condition and history.

In Arkansas, there are two British car clubs which are an invaluable resource. Ask locally and search for cars for sale by dealers nationally as well, but be prepared to pay more and ship it here or get go look at it.

Remember the adage that you can buy a car already restored cheaper than one in which you have a lot to do. Buy the best condition car you can, Ronnie McLeod, in business for more than 40 years, has told me. Be on good terms with your mechanics and repair shops working on your cars.

In the next continuation of this article in a future newsletter, I will discuss buying a car from a private seller

About the author: Robert S. Tschiemer, is a member of the British Motoring Club of Arkansas and co-chair of the Triumph Marque for 2025. Robert has a Bachelor of Arts degree in Journalism and a Juris Doctor degree in law and has been a practicing attorney since 1984.

His web site is www.tschiemerlegalbriefing.com



Robert's 1980 Triumph Spitfire

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2nd

Is the thrill of an old car purchase ruined by knowledge?

A sad story

Wil

This is a true, old story. Some small details are forgotten. No matter, the lesson is remembered. But is it wanted?

Perhaps 12-15 years ago we had a new member join our club. New member had just purchased a used Triumph TR6. This is generally a good, conservative choice. I've only a dim recollection of the car, but think it was a pretty good example. But he had a problem: "Something is wrong with the clutch. Often I can't get it into 1st gear because it grinds so badly." Someone recommended that he bring it to Yrs. Trly for inspection.

Obviously, there are a host of clutch problems that could be the source of that condition - all culminating in inadequate throw-out bearing travel and incomplete clutch disengagement. In fact, there is a common, well known Triumph clutch fork problem that causes those symptoms. But, the car had been checked elsewhere and that obvious problem didn't seem to fit – or so I was told. Verifying that problem means crawling around on the ground and trying to see into the bell housing, I went for the 'killer problem' first.

By now knowledgeable Triumph enthusiasts probably know where I'm going with this story, but I'm aiming for a broader message.

OK, tech session time: you already know that a crankshaft is supported by its main bearings, allowing free rotation. The crankcase is bolted solidly to the transmission casing at the bell housing, making a ridged, unified assembly. Therefore, when the clutch is not depressed the clutch pressure plate unit, mounted to the flywheel, forces the clutch friction disc firmly against the flywheel surface. In gear with the engine running, the engine is now coupled to the wheels by various shafts and gears and the vehicle moves. Clutch pedal pressure, working properly, causes the clutch friction disc to disengage from the flywheel and release the connection between the rotating flywheel and the transmission. Right? Yes.

Let's examine the obvious explanation above. Since the engine block and clutch housing are a joined assembly, the transmission cannot move backwards independently and spoil the disconnection. Nor can the engine move forward – well, except for a slight stretching of the motor mounts, but that drags the transmission with it. So the relationship of all clutch internal parts remains the same when declutching. Right? Unfortunately, not necessarily. Especially with Triumphs.

We assume that the crankshaft is secured from back and forth movement in the engine block. Ideally, there might be about 0.004 thousands of an inch end float designed into the engine. This is controlled by 'thrust bearings' which bear on both the crankshaft and block. Physically, they are externally round, but the bearing surface is thin and flat. My testing consisted of pushing the crankshaft to the rear with a steel bar and then having the owner, engine off, step on the clutch. The crankshaft moved forward about 1/4th of an inch! 1/4 is 0.250 inches, not 0.004! In this case, the flywheel, with the clutch assembly attached, moved forward enough to render the release bearing movement ineffective.

This is one of the well-known faults of the TR6 and perhaps earlier models. The thrust bearing is a poor design. They wear fast, gradually increasing crankshaft end float until, uncorrected, the clutch friction plate no longer disengages from the flywheel. Worse, the thin, inadequate thrust bearing eventually falls out of location and drops into the oil pan. Worse still, when that happens the crankshaft end load – from the clutch pedal pressure – grinds the crank into the block. Long before the extreme end float I measured, the engine block had been ruined. New owner needed a new engine, representing, perhaps, the loss of half the cost of his purchase.

Could the block be fixed? Probably not. Welding cast iron, to repair the damaged block, is notoriously difficult and then the machining to make a new 'home' for the thrust washer is a complex job. Even successfully welding a simple cast iron exhaust manifold requires first bringing the manifold up to red hot temperatures to prevent local welding stress loads and eventual failure. Cast iron is brittle.

I was reminded of this sorry incident because 'we' exchange newsletters with the Green County Triumph Club in Oklahoma. They recently had an excellent article from the national Triumph club, VTR, on things to check before buying a new Triumph. Is making yourself knowledgeable too troublesome to save 5000 or more dollars?

Summary: I, and you, perhaps, have sometimes ignored common sense when purchasing something rare or exotic. But when buying something common-place*, I don't understand not using the resources and experts available. Yet many do ignore readily available help. Is it like gambling, where one enjoys the thrill of risking – probably losing - their money? If so, fine. Not my style. I strongly advise first joining the club representing your car of choice and getting all the help you can. Alas, my advice is not 'romantic' or 'thrilling'.

* "Classic" is now common usage referring to old, ordinary, mass produced cars. But not by Yr. Ed.

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3rd

Or, you could have done what Yrs. Trly did, walk into a dealer and buy a new 1952 MG TD MKII, for instance. Or, contact a BMC guy with influence and have him get you a new 1964 Mini Cooper S at dealer cost. Of course, that means you would also now be in your nineties. Probably few would care for that option?

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4th

Or go to a junkyard or a farmer's field and buy an abandoned, rusted-out piece of cr... junk and restore it from the ground up. This is 100% the cheapest way into this hobby and 100% the most expensive way to get a good, running car. There is a loophole on the final expense, though: almost everyone gives up early in that game.

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The Day the Music Died

Mark Cory

Wil Wing's delightful restroom anecdote from his days in his dyno shop triggered a memory from the first year setting up my own shop. When my amateur tinkering mushroomed, requiring more space, I purchased two acres out in Washington County. Club members who have visited Nostalgia Racing and Restorations over the past 27 years may remember that the property included three structures: a cute little two bedroom stone house, the two-bay cement block shop itself, and an enclosed pole-barn of sorts at the back of the property. The little (1100 sq ft) house has been a reliable rental, covering the mortgage. The 1200 sq. ft. shop has been gradually improved over the years with better light, heat, AC and plumbing. But the 1000 sq. ft. structure at the rear is the subject of this tale.

When I purchased the property from a young couple whose marriage had crumbled, this remote structure was oddly configured. Roughly one third was simply an open space. The remaining two thirds were divided into a series of smaller rooms, each with a large interior glass window. In the far corner a stage had been constructed, and all the walls were heavily carpeted. Yes, I had purchased a recording studio.

The young man selling the property was apparently content to lose his wife, but distraught about losing the studio. A professional electrician, he was also an amateur rock musician. With a cluster of friends he had formed a group they called "Li'l Monster."

I know this because the name was scrawled across one wall of the studio. He begged me to be able to rent him the studio so his group could continue to practice. In return, he and the band would continue to enhance the space, with wiring for the instruments, a mixing board, lights, etc. Oh, and yes, more insulation.

Now, visitors to Nostalgia Racing and Restorations know that I love music. I always have my nice sound system playing either opera or classical compositions. I find Mozart perfect for stitch welding, and nothing beats Verdi's Anvil Chorus as accompaniment to a bit of fender work. At the time I didn't need this building, and so, sympathetic to the problems faced by musicians to find practice space, I gave a tentative "let's try it." The trial lasted barely three months.

There were multiple problems. Since the band all had day jobs, they wanted to practice at night, usually between 9:00 and midnight. My tenants didn't care for all the vehicular traffic in and out when they wanted to sleep. I understood. My tenants were also suspicious about the potential for drug use/abuse with all the comings and goings.

I understood this, as well. But the most persuasive objection had to do with the kind of “music” and its volume. Not only my tenants, but neighbors to either side and cows across the road complained about the heavy metal screechings, howlings, and percussive sounds emanating from this little building. Despite insulation in the ceiling, despite carpeting on the walls, apparently the building pulsed, shook and shuddered whenever L’il Monster did their thing. Since my house tenants were covering my mortgage, and since I value good relationships with neighbors, reluctantly I told the band they would have to move. As it turned out, I quickly needed to expand into that space for automotive purposes, anyway. The stage is gone, the various cubicles home to sheet metal from Jaguars, TRs, MGAs, MG TDs, and racing equipment of all sorts. I’ve even had entire cars stored there temporarily, pending space in the main shop.

I never heard more from L’il Monster. Perhaps they made it big. My musical tastes would make it unlikely that I would know this. They left mementoes, though: when removing a false acoustic ceiling a couple years ago, I was struck on the head by an empty vodka bottle secreted above one of the tiles. Further demolition of the ceiling revealed a cascade of about twenty bottles. Thus endeth my brief, and not very spectacular, career as a music impresario.

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