



# BRITISH AUTO CLUB OF LAS VEGAS

British Auto Club of Las Vegas \*\*\* Founded 1990 by Ibsen & Julie Dow \*\*\* [www.baclv.net](http://www.baclv.net)

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

**January 2016**

# The Spanner

## BRITISH AUTO CLUB DOES TEMECULA—2015

Story By Bill and photos by Pilar Wellbaum

This year we saw 24 make the drive to the wine country around Temecula, California. The weather was cool and sunny as we left the parking lot of the Silverton Casino and headed down the 15. Some of us decided to take a small detour to Tom's Farms for a little lunch break and to buy some beer, wine, and snacks for later. A few moments later we pulled into the Quality Inn—a nicely remodeled motel off the beaten path.

The accommodating staff arranged to have some extra chairs and tables brought to poolside and at about 4:00 we began our traditional 'attitude adjustment' session at which the events of the day are discussed as well as the plans for the next day. It starts to get dark early in Temecula and the temperature started to dive so around 5:00 we packed up and headed for the Thornton Winery. There we enjoyed a wine tasting of their wonderful products followed by a lovely meal out of doors on their patio. Everyone seemed to have a great time including Enzo who was attending his first such BAC event.

*Continued on page 3*

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



**Happy New Year**

Temecula 2015 .....	1 & 3
Birthdays & Anniversaries.	2
Advertisers .....	4
Stag Article .....	5 & 6
In The Know .....	7

How to reach us.....	8
Editors Note .....	9
Sweetheart Brunch & Presidents Message .....	10
Events & Meeting dates .....	11
Back Cover	

**Mission Statement**

The British Auto Club of Las Vegas consists of British Car owners and enthusiasts dedicated to promoting the hobby of British automotive sport. The Club promotes Information and networking and revels in the social elements of British car ownership.

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

Club members, prospective members and British car enthusiasts are encouraged to attend our meetings and events.

Membership Meetings are held at **9:AM** on the last Sunday of each month at **Wild horse Golf Club, 2100 Warm Springs Rd. Henderson, 89014.** Any change in location will be noted on our website: [www.baclv.org](http://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**

[Wcwellbaum@cox.net](mailto:Wcwellbaum@cox.net)

**Vice President & Events  
Sandy Lashua**

[cwlashua@aol.com](mailto:cwlashua@aol.com)

**Secretary - Jane James**  
[kiwican@embarqmail.com](mailto:kiwican@embarqmail.com)

**Treasurer -  
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[imanagerproperty@yahoo.com](mailto:imanagerproperty@yahoo.com)

**Officer at Large - Jim Oswald**  
[Jgreenozzie@yahoo.com](mailto:Jgreenozzie@yahoo.com)

**Appointed Positions—2016**

**Newsletter Sandy Lashua**  
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**Tech Editor & Liaison  
Ron Couturier**  
[roncouturier78@gmail.com](mailto:roncouturier78@gmail.com)

**Webmasters - Margaret Sharp**  
[BACLV1990@gmail.com](mailto:BACLV1990@gmail.com)

**January Birthdays**

**1/4 Andrina Spangler**

**1/5 Gloria Underwood**

**1/11 Peter Berent**

**1/25 Robert bags**

**1/28 Bill Goodman**



Bill Goodman



Andrina Spangler



Robert Baggs



Gloria Underwood



Peter Berent



Hap & Millie Polk 1/29

1/25 Bryan & Amy Lawe



Dec. 15

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*See Photo on back cover.*



Bill, Al and Ken ~ ready to sample the wine

*Temecula continued from page 1*

Next morning we congregated downstairs for a better-than-average motel breakfast and then it was off to the well-known Temecula Farmers Market for a look at the fresh produce and crafts brought in from the Temecula Valley. As if on cue the BAC members scrambled to get to the first winery of their choice at the 10 o'clock opening bell. After all, we did make the trip to drink wine and we did just that. Those who weren't interested in sampling the grape offerings found other things

to do. Jim Shope and Andy Lashua drove to a nearby town to take part in a gathering of Austin Healey owners and cars. Sandy, Laurie, and Christine were seen cruising the various retailers in Old Town and the wineries that had gift shops. Needless to say there are lots of goodies in Temecula to spend money on.

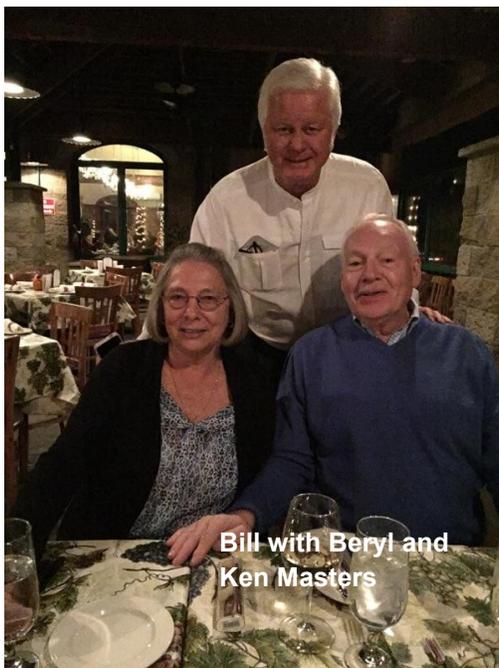
As is the habit of BAC'ers we got back together after a hard day's sampling wine—for more wine and snacks around the pool. Those who weren't ready for a nap at that point decided to try a new restaurant in *Old Town*—the **1909**. The food selection is varied and of good quality and almost all of us had a good experience there—except for Andrew Lashua whose tale of "The Bison Burger" (see page 9) will be published elsewhere.



Laurie and Christine at Thornton Win-

It is said that Enzo — a new member had a lovely time as well.

***The consensus is that we will do this trip again—next year.***



Bill with Beryl and Ken Masters



Al, Bill and Lorene

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## Stag is Hit of Trans-Am Challenge Rally Part 1

By Terence McKillen

(Submitted by Pat Klenk with permission from Stag Publications)

This is an article of interest to all Stag owners and will be continued over the next several months.

**Organized by the Endurance Rally Association** (ERA), an organization with over 65 international events under its belt, the second Trans-America Challenge was an exciting classic car rally from Halifax, Nova Scotia, on the east coast of Canada, to San Francisco. Held from June 7-28, 2015 the rally took participants through some of the best and most spectacular scenery and roads offered by both Canada and the United States, including some iconic locations such as the Battle of Little Bighorn site, Mount Rushmore and Yellowstone National Park. Crossing 15 states and 4 provinces, the Trans-America Challenge is one of three rallies organized by the Endurance Rally Association in 2015.

Two UK based teams entered Triumphs this year among a total of 45 cars and crews from ten different countries. These included Phil Garratt and Kieron Brown in their 1977 Triumph Stag and David and Jo Roberts in their 1968 TR250. Phil and Kieron placed second in the first Trans-Am event, held in 2012, when they drove an E-Type Jaguar and they went on, in 2013, to win the Peking to Paris Rally in a 1937 Chevrolet Coupé.

Having owned the Stag since 1987 and completed over 20 European tours, and to quote Phil, "*winding up and down steep Alpine passes, racing around formula one circuits and roaring through Italian tunnels using various cars*", the decision was made, with the encouragement of the late Philip Young, former Rally Director of ERA, to enter the Stag. So, with the help of EJ Ward Motor Engineers, Phil and Kieron prepared the car for the 6,000 mile North American event. The Stag took an early lead leaving Halifax on Day 1 and managed to hold that position through to Day 17 of the 22-day event.

TSC members Chris & Griz Holbrook met up with the rally participants at their lunch stop in Atlanta, near the top end of the Michigan Peninsula on June 15. Chris reported that the Stag was running beautifully and that Phil and Kieron are really nice guys and clearly very good at their game. Chris observed that the Stag appeared to be pretty much as standard as one can get, with a few common sense modifications such as fitting a pair of braces from the suspension turrets to the scuttle, removing the back seat to provide space for tools and storage for two spare wheels, fitting a 26 gallon fuel tank and installing a bank of navigation aids on the glove box lid - a very cool looking Brantz system.

Phil and Kieron reported in an SOC blog that the Stag's performance caused great surprise to their fellow competitors. Even on tarmac race circuits, they have beaten most of the field, including competition-prepared 911/912s steered by race-winning touring car drivers, E-types, race-prepared DB5s and various large American V8s. The circuits were often completed while the cars were still plastered in mud from long forest stages, reminding spectators that this rally doesn't just test cars and crew on smooth tarmac, but also over rutted, potholed, corrugated forest tracks and Phil noted that suspension set up for high speed track work may not prove ideal when flying through the air following a sudden gravel hump. Fortunately the Stag's set up enabled them to be neat and tidy on the circuits, as well as fast and supple on the bumpy gravel roads.

Stag continued on page 6

**Continued from page 5**

During the afternoon of June 17, I received a telephone call from Chris reporting that Phil and Kieron had contacted him urgently seeking a set of engine mounts for the Stag. I was able to confirm for Chris that the Stag engine mounts are identical to those used by the TR6 (I had recently replaced them on my Stag) and that he would have no difficulty sourcing a pair in the US. Happily, Chris was able to get Delta Motorsports of Phoenix, AZ to deliver the parts to the overnight hotel stop in Rapid City, SD.



– Phil & Kieron at the Fairmont Hotel in San Francisco

On June 21, two weeks into the rally, Phil reported from Rapid City that after thousands of miles over a two week period without a break, many on gravel roads, the Stag was running very well with the only reportable fault being an electric window switch which is occasionally a little hesitant. On the overnight stop at Rapid City they took the opportunity of changing the engine oil and filter and checked things over, also changing one engine mount which looked a bit tired. Phil went on to say, *“The main thing is that the car continues to run well and is proving a competent, comfortable, competitive rally car, and one that creates a great deal of interest everywhere it goes.”*

Unfortunately, on Day 17, at the 4,500 mile mark, en route from Cody, WY to Idaho Falls, ID, the Stag suffered a differential failure resulting in it being flat bedded into Idaho Falls for repairs. The guys spoke to Mick Ward (of EJ Ward) back in the UK who suggested all sorts of things to check and talked them through the differential components. He was very surprised that the differential itself might fail but with his telephone assistance, and still lying in the road side dirt, Phil and Kieron did notice that the handbrake mechanism was hanging lower than normal and might rattle on the prop shaft. Phil commented, *“For a moment we thought it might be that. We tightened it up and ventured a few metres up the road, but the noise was still there and sounded a little worse.”*

Chris Holbrook had earlier given Phil and Kieron, TSC Founder and Triumph Stag Parts USA owner, Michael Coffey’s contacts. So when Phil called looking for a replacement differential, Mike passed him on to TSC Historian and Stag News Contributing Editor, Chris Hansel, who lives in Fountain Hills, AZ (near Phoenix), and importantly, within the same time zone as the stranded Stag. Chris was pretty sure that Carl Butler of Knightshift Mechanical Restorations in Phoenix, himself a Stag owner and a specialist in Triumph and other British Sports Cars, had a spare unit. Carl boxed it up along with as many seals and other related items he could find and sent them by overnight UPS delivery to Idaho Falls.

Phil takes up the story, *“As we removed the differential it was clear that all the UJs were perfect. They were all new and heavy duty, [as were the] heavier duty rilsan-coated shaft splines and alloy hubs, so that confirmed [to us] it was the differential’s internals that had likely fallen apart, and indeed you could hear the grinding rattling noise as we span the wheels on the lift. Something inside is very wrong.”*

In describing the ‘new’ differential Phil said, *“It howls like a hyena between 40 mph and 60 mph and then quietens down a bit and drips a bit of oil, but it seems to work.”*

**Look for Part 2 in the February Edition of the Spanner.**

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January 15

### Did You Know???

The Jaguar XK engine was designed during WW2 by Walter Hassan, Harry Mundy and William Heynes while they were on firewatch duty. This in-line twin cam was first employed in 1948 in the XK120. In its initial iteration the engine displaced 3.4 liters and produced 160BHP.

AJL

### In The Know with Dick Rowe

The answer to last months question:

(Ferrari thought they owned the 24 Hours of Le Mans, until what British car came long and took it away from them? You're a real automotive enthusiast if you know how they did it.)



The car that everyone was talking about was the 1951 Jaguar C-Type. It won the 24 Hours of Le Mans on its first time out. Jaguar's new Competition Disc Brake System allowed the C-Type to attain higher speeds, going down the Mulsanne Straight, before it was necessary to hit the brakes.

This month's Question:

What international event was the impetus to create the Mini?



**Gavin Pepper**

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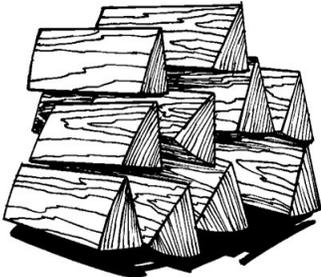
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- 1 full cord mix = \$250, all hardwood = \$325

December 15

Mail correspondence to:

**BACLV**  
**P. O. Box 90973**  
**Henderson, NV 89009-0973**

### 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.

### NEWSLETTER / WEBSITE ADVERTISING RATES

The BACLV has a website online at [www.baclv.org](http://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,**  
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**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](mailto:Baclv1990@gmail.com).*



## Editors Note

By Sandy Lashua *Spanner Editor*

### “Where’s the Beef?” or “Whose On First?”

Anyone who did not attend the Temecula Trip missed out on a great time.

We all had fun and some of the lighter moments happened at “1909 Restaurant” located on the corner of Front and Main Street in Old Town Temecula. 1909 is a burger place. One of the best burgers I have ever tasted (and I am a Foodie). Bill Wellbaum called ahead for a group table and was told that a large group table was not possible. When most of us arrived / was asked “how many?” and jokingly said 14 or more, knowing that Bill had already been told they could not seat us together. The hostess excused herself and then returned a few minutes later and seated the Wellbaums, the Leflers, the Ogles, Laurie Rosenau and the Lashuas all at one table. The guys sat on one side with the Ladies opposite them. Four seats at the end were saved for the Masters and the Lindahls, who would arrive 15 minutes later. The placed was packed! It was chilly outside, but the heaters, suspended from the ceiling on the patio, kept the place toasty.

We had placed our food orders before the Masters and the Lindahls arrived (*with well behaved Enzo the dog, in tow*). Everyone was deeply engrossed in conversation and beer when the first round of food arrived. The Masters and Lindahls had *just* placed their order so their food would come a little later.

Andrew ordered a Buffalo Burger and fries. As the food was passed out we noticed that Andrew had not received his Buffalo burger and was told the rest of the food would be right out. Andrew still waiting, while everyone enjoyed their burgers, had noticed Al Lindahl (who had just ordered) was now enjoying his burger. Andrew waited, and waited some more. We spoke to our server who checked with the kitchen and was told *that* plate already went out. Well, Andrew’s Buffalo burger went to Al by mistake. Al was chomping away, but wondered why he got fries and not the salad he ordered (eating healthy?). Our server was informed of the mistake and eventually retrieved another Buffalo burger from the kitchen (With Fries). After the manager was told of the error, he too, ordered a Buffalo burger sent to Andrew right away. So now we have Al eating Andrew’s Buffalo burger (with fries), Andrew got Al’s Buffalo burger (with a salad AND fries) and another Buffalo Burger sent to the table. I offered it to AL for Enzo, but he said Enzo (who was perfect this whole time) wasn’t allowed people food.

So the moral of this story is ~ if you go to Temecula, *definitely* go to “1909” for the burgers and beer. *But go in small groups and don’t order the Buffalo Burger.*

## PRESIDENTS MESSAGE

Bill Wellbaum

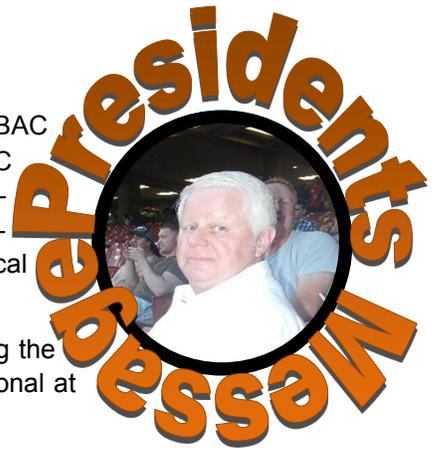
*I have to say* that it has been a pleasure to serve as the 2015 BAC Vice President under the leadership and guidance of Steve Kennedy, BAC President for 2015. Steve has a refreshing business-like demeanor and the razor-sharp ability to focus on the issue at hand and to suggest a solution to the issue—if it truly needed one. It must be a result of his years of solving the mechanical problems he was faced with as he plied his trade in the automotive industry.

I always felt at ease with the way Al Lindahl plied his trade too—handling the monetary side of the Club. You always know when you are watching a professional at work—and **Al Lindahl** is a consummate Accountant kind of guy.

With **Jane Simon** keeping a written record of the happenings in the Club I knew that we would never stray too far from the straight and narrow. And the effort she put forth sorting out the Standing Rules and the Bylaws changes was just sort of remarkable. My eyes glaze over thinking about having to deal with such issues. Jane never missed a beat.

Others that have worked hard to make this BAC machine purr along would include **Margaret** and **Pat Klenk** who breathed new life into the extraordinary BAC website, **Sandy Lashua** who did a yeoman's job publishing the first rate Spanner, and Officer at Large **Simon James**—how can you put a price on his laser-sharp input on virtually every important issue. Not to forget **Ron Couturier** for his monthly Tech articles-- and countless others who worked hard at sponsoring and organizing the numerous events held throughout the year. Yes—it has been quite a year. I'm proud to say I was a part of it.

Regarding the path forward into 2016-- it would appear that the former Board has done most of the heavy lifting and has smoothed the way for the incoming Board. But as we know that is not quite accurate. The incoming Board will have to pick up where **Steve Kennedy** and his crew left off and will have to work just as hard to drive the Club forward. It is a lot of work—but I can promise you the new Board members are up to the task and have already started putting the framework for 2016 together. **Sandy Lashua** on Events, **Jane James** as Secretary, **Laurie Rosenau** as Treasurer, and new-comer **Jim Oswald** as Member at Large. We have already identified several important tasks we want "Ozzie" to handle. I'm really looking forward to working with them as we plan for a great 2016.



**SAVE THE DATE!!!! SAVE THE DATE!!!! SAVE THE DATE!!!!**

**Hosted by Christine Shope and Laurie Rosenau**

**With assistance from Nelda Lefler and Lorene Lindahl**

**This event has got to be a hit with these ladies leading the festivities!**

**February 14th, 2016 11am ~ 1pm**

***Venue, Time and Cost will be announced.***

***Plan to bring your Sweetie and have a loving time.***

***More info to follow via email.***

***Sweetheart Brunch***



## 2016 Membership Meeting dates

Meetings are held the last Sunday of the month unless it is in conflict with a Holiday.

January 31

February 28

March 20 (**Early due to Easter**)

April 24

May 22 (**Early due to memorial Day**)

June 26

July 31

August 28

September 25

October 30

November 20

(**Early due to Thanksgiving**)

**No Meeting In December.**

## Board Meetings for 2016

Board Meetings are held the second Wednesday of the month. Venue will alternate. All members are welcome to attend the board meetings. Please notify any Board Member if you would like to attend or have an item for the agenda

January 13

February 10

March 9

April 13

May 11

June 8

July 13

August 10

September 14

October 12

November 9

December—2017 Board to decide.

**PLEASE NOTE:** Events schedules are posted one to two months in advance.

Events, dates, times or locations are subject to change. Please contact Sandy Lashua for updates.

### January 2016 Events Schedule

1/10 Awards banquet Bears Best

1/31 9am General Membership Meeting  
Wildhorse Golf Club

2100 Warm Springs Henderson



### February 2016 Events Schedule

Sweetheart Brunch See flyer Pg. 10

Board Meeting TBA

28th 9am ~ General Membership Meeting

Wildhorse Golf Club



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