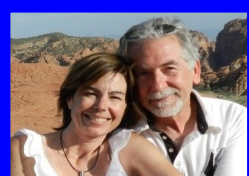


The Spanner

BRITISH AUTO CLUB OF LAS VEGAS



PRESIDENTS MESSAGE
 PATRICK KLENK
 PRESIDENT 2014



.By Margaret Sharp

At long last we are moving into fall, a time of year when the anticipation of driving our LBCs in weather more suited to humans is sated by later starts and cooler temperatures. The best place, of course, to parade your car in front of the most appreciative audience is the monthly membership meeting, a place where post-meeting parking lot ruminations take place, where kicking tires and mulling over the latest LBC puzzle becomes an event, in and of itself. Sometimes these after-meetings morph from casual conversation to an impromptu tune and tech session, underscoring the obvious – the club does not run short of people who are willing to pitch in when it comes to helping fellow members.

Speaking of pitching in, this brings us around to the topic of the month – filling vacant Board positions, soliciting committee members, and future hosts. Attendance at the meetings has been running high, with August's meeting's count the highest ever, and this gave the Board an ample audience to lobby future Board and Committee members (thanks to those that are already considering). As many past board and committee members have said, participating in the club at any level provides a great opportunity to get to know new people, strike up long-lasting relationships, and, probably most importantly, sidle up to other LBC fans (crazies) who love their cars and the sport of British motoring as much as you do.

Our cars may run on fossil fuel, but the club runs on the energy of its members. We've come a long way over the last 24 years, from meetings in Board member's homes, phone trees and snail mail to a dedicated meeting room, email and the internet. While some things have changed, many things remain the same, like the pursuit of fun, club events, and filling Board positions. So, while tinkering around in the garage on your LBC, mining the net LBC information, or motoring about town, please consider throwing your wrench, or hat, into the ring for the 2015 club year. Open Board positions are President Elect, Secretary (2 yr), and Member at Large; committee positions are Membership, Newsletter, and Webmaster. Ponder the possibility of joining the long list

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*Drive Safely on
 Halloween and watch
 out for Little Goblins!*



October 2014 Schedule of Events

Saturday, 4th. 5pm Bullring Races
LVMS Details TBD, Host Needed

Oct. 11 ~ Tune & Tech Jonas Payne host
Payne residence

Board Meeting TBD

Temple Bar Run, TBA
Host Simon James

Fall Rally ~TBA

General Membership Meeting
Wildhorse Golf Club

Please check the website for more details



November 2014 Schedule of Events

Saturday, 8th Event Car Show
Non BAC Charity Event page 8

Board Meeting TBA

General Membership Meeting Wildhorse
Golf Club



BACLV

Board of Directors—2014

President - Pat Klenk
architect1@att.net

Vice President & Events
Steve Kennedy

triumph971@aol.com

Secretary - Clara Ogel
camarofast@embarqmail.com

Treasurer - Al Lindahl
allnsx@aol.com

Officer at Large - Mark Newbold
mknnewbold@cox.net

Appointed Positions—2014

Membership - Bill Wellbaum
wcbwellbaum@cox.net

Newsletter & Points
Sandy Lashua
cwlashua@aol.com

Tech Editor & Liaison
Ron Couturier
roncouturier78@gmail.com

Welcome Committee
David & Clara Ogle and
Al Bowman
camarofast@embarqmail.com

Webmaster - Steve Kennedy
triumph971@aol.com

NEWSLETTER INFORMATION

PLEASE CONTRIBUTE!

The Spanner needs your articles for publication. Editor reserves the right to edit anything that is submitted. Copyrighted material not accepted without written approval. Submit all articles to the editor **by the 6th** of

Mail correspondence to:

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

- **NEWSLETTER / WEBSITE**
- **ADVERTISING RATES**

The BACLV has a website online at www.bacvl.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 are posted on the classified/advertisers pages of our

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 **Wildhorse Golf Club, 2100 Warm Springs Rd. Henderson, 89014**. Any change in location will be noted on our website: www.bacvl.org

During our meetings, we will discuss events and activities, swap Lucas stories, exchange advice on repair problems and

A Trip To England

(Part Two) by Hank Spangler

Gaydon- We spent many hours in the Heritage Motor Centre enjoying a walk through time, from early autos to modern supercars. The museum often receives the last of a production model and we later found out that the last Jaguar XKR would be heading there. I enjoyed seeing the three MG land speed record breakers including the 1938 MG 1100cc that went over 200 mph. Mike and Rich swarmed over the three original Monte Carlo Minis. There are over 500 cars in the Trust and it can be googled for an online visit.



Mike and I went to Stratford Upon Avon for dinner while Rich rested his feet at the farm. We hopped on a boat for a trip down the Avon and cruised past the church where Shakespeare “rests his bones...” in one of many cathedrals dating back before 900AD.

Malvern-One of the highlights of our trip was touring the Morgan plant. They turn out four cars per day compared to a factory like Jaguar that produces 400 per day. I felt like I was visiting Santa’s workshop as Mike gave us the tour from a worker’s viewpoint. When asked “how many people work here?” he quickly responded “half of them”. As opposed to modern plants, Morgan allows photography: their industrial processes are pretty much the same as 60 years ago. Well not quite, as they do use modern adhesives in addition to British rivets. Mike informed us emphatically that the frame is not made of wood! It’s always been steel, but the chassis that holds up the alloy body and floor pans are wood. In fact many pieces of hand crafted ash from their own forest. They had a free sample box and I brought back a spare “something” for Jonas. There were a good assortment of Morgans in the parking lot. Don’t know if they were made from samples or not. Mike said we could rent one-if you are under 70 years old. Just for that, I gave Mike a million dollar casino chip and waited a minute as his eyes got big before telling him it was chocolate.



Castle Bromwich-After a pub lunch in Malvern we headed north past Birmingham on the motor ways. We needed to get out of town quickly as one of the three amigos had to ask for iced tea in an English pub. Adding insult to injury, he then asked for artificial sweetener which threw the barkeep into deep thought as if she was contemplating if this was reportable blasphemy. We made this whole leg of the trip without getting lost until we got to our destination. The GPS said we were there but there was a giant church which was not Castle Bromwich Hall. I asked a lady passing by if she could direct us and she insisted on leading us with her car to

(*A Trip to England* *Continued From Page 3*)

Castle Bromwich *We weren't out of place* without ties in the dining room but if I had brought one I'd have worn it. The grounds were well kept with a Trust garden adjoining the property. During our last night I awoke from a sound sleep and reached for my watch, which I always keep on the night stand. It wasn't there. After switching on the light I found the TV remote and my iPad were on the floor. My watch was under the bed. I have no explanation.

The Jaguar plant was the exact opposite of Morgan, no photos allowed, robots performing ballets as they articulated from one piece to another and back again. Under Ford ownership the plant was completely modernized then sold to Tata. Castle Bromwich was the site of Spitfire production in WWII, then Morris Minor and Standard-Triumph, and now for Jaguars. All metal in the XK and F Types is aluminum, except for steel mount points for seat belts, according to Graham our tour leader. He knew the processes as they produce 400 cars per day but August is the last month for XK production. The last 25 XKs will be special 550 hp models and the last one will be sent to the Heritage Museum and the sports line will be only F-Types.

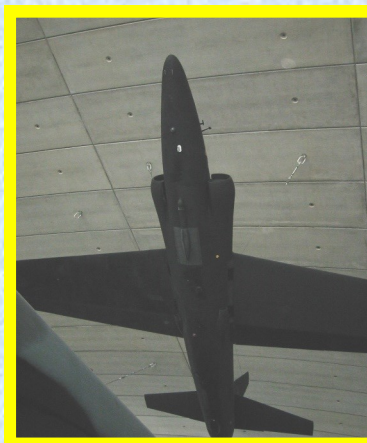


We drove to the Coventry Transport Museum in downtown Coventry and parked in a nearby commercial lot. As I stood in front of the ticket dispensing machine trying to read the instructions a lady walking by offered to help. With a few of my pound coins and her punching the buttons we had our ticket, and she had a chocolate million dollar casino chip. The museum was set up for all forms of transport, including penny farthing cycles, motorcycles, lots of Nortons and many cars. Coventry has been home to over a hundred auto manufacturers. The museum is home to the land speed record holder (763 mph) and we took a ride in the simulator located inside it. They have the original minis from "Oceans 11" as well as this beautiful '34 Triumph.



Cambridge-Our longest drive took us from Castle Bromwich to Cambridge where we went to Duxford to see the aircraft displays in the Imperial War Museum and in the American Air Museum. As luck would have it, the air show would also be held that weekend and many were warming up and doing touch and goes. The first hangar was set aside for modern aerospace displays, then on to WWI and WWII buildings including one set up entirely for the Battle of Britain.

There were Spitfires, Mustangs, B-17/24/25s. I remember being in a movie theater with my mom in WWII and seeing the unveiling of the B25 and the news reel announcer said it would surely bring an end to the war. At the end of a long walk is the Building 7, the American Air Museum. Outside, a long Plexiglas memorial lists the





BACLV Meeting Minutes

Respectfully Submitted:
Clara Ogle, Secretary

BACLV Board Meeting August 14, 2014

The Board meeting was brought to order at 6:15PM at Sedona restaurant. The following members were present: Pat Klenk, Margaret Sharp, Steve Kennedy, Al and Lorene Lindahl, Clara and David Ogle, Mark and Kathy Newbold, Bill Wellbaum.

Treasurer Report: Beginning July - \$6,900.69 Ending July - \$6,750.54

Trifold: Clara Ogle introduced new pictures for the trifold and will be sending them to Pat and Margaret to design the new trifold.

Club and Board Member Insurance: Steve Kennedy will be pursuing information from Haggerty. Haggerty has the best price we have found. He will check on the need and importance of event waivers. The Club will need to budget \$1200 - \$1300 for annual insurance.

Membership: Bill Wellbaum announced that we have 131 members. New membership package will include magnetic nametag for primary member, lapel pins and car decal. By-laws, standing rules and club information will be available online. Magnetic nametags will be available for all members for \$10 each.

Future Events: The Board will vote to approve or disapprove the sponsoring of events.

Upcoming Events: Aug 16 – Sunbelt Car Collection Tour Aug 22 – 51's Game Sept 21 – Pahrump Car Show and Lunch Sept 27 – Wurst Fest Oct 11 – Tune and Tech Oct 25 – Temple Bar Run

BACLV General Membership Meeting August 31, 2014

The meeting was brought to order by Pat Klenk at 9:20AM. Attendance: 51

Bill Wellbaum introduced our guests: **Tom Harwood** – 53 MGTD which has been in his family since 1960. (34,000 original miles) **Jay and Elizabeth Quintana** – 2005 Rolls Royce Phantom and a 2011 XJ Jaguar

Bill announced that the new members will receive a magnetic nametag, lapel pins and a car decal upon paying their dues. All members can purchase nametags for \$10 each.

Treasurer's Report: None at this time.

Fall is the season to start bringing all the British cars out- old and new.

Sept 21 – Pahrump Run and Car Show. The show will be advertised in the Pahrump Valley Times.

Sept 27 – Wurst Fest, Al Bowman passed out flyers with entry forms.

Oct ?? – Car Rally – date to be determined

Oct 11 – Tune and Tech, Payne residence

Oct 25 – Temple Bar Run – need to bring a picnic lunch

Elections: Elections will take place at the September General Membership Meeting for the 2015 calendar year.

President: Steve Kennedy – progression from Vice-President

Vice-President – Open Treasurer – Al Lindahl, second year of 2 year term Secretary – Open, 2 year term Officer at Large – Open

Web Master – Open Spanner – Sandy Lashua will continue Membership – Bill Wellbaum will continue

All job descriptions are available on the website. Steve will send out an email to all members soliciting volunteers to run or to volunteer for a committee position. Please volunteer and bring your new ideas.

Possible New Activities: Breakfast and Ride on Sunday mornings with Bill Wellbaum's Motorcycle Club

Gold Field Trip – near Tonopah Spring Mountain Raceway, Pahrump – an October event Barrett-Jackson Auction in September

Pub Crawl, Henderson NV in December Water Street event – Super Run

Copyright: All articles for the Spanner must have copyright\ releases from the author for any reuse of their original work or photographs used in your article.

Remember, the Holiday/Awards Party will be on Jan 11, 2015.

"A Trip to England" Continued from page 4

London- We spent the night at a Premier Inn in Cambridge, and headed to London for our last night in England. We stayed at a Holiday Inn by the airport, and toasted the trip with a bottle of Champagne. After accident free 600 miles we turned in the car, Mike and Rich took public transport to London to see the grand buildings and stop by Harrods. Don't be afraid to drive there but do your homework, by taking driving lessons on YouTube. Expect to get lost a few times and meet a lot of very nice people.

Hank Spangler



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1972 Triumph British Racing Green

Engine, Transmission and Differential have all been rebuilt. Has new Interior (including trunk). Has updated Starter and an oil cooler has been added. Has SS exhaust and electronic ignition. Suspension has all been rebushed. The car is garage kept.

Recently reduced! Asking \$13,500 or best offer.

Please call or email Stephen Carleton for more info

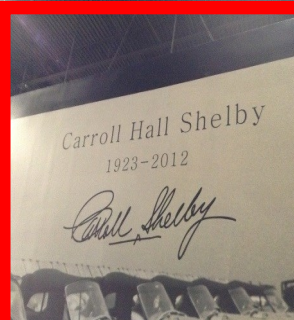
(805) 727-0066 or s.carleton663@gmail.com





A Day at Shelby

A Pictorial review of the Shelby Event.
Hosted by Steve Kennedy
A picture is worth.....



JIM ROGERS AUTO COLLECTION

"On Saturday morning, 16 August 2014, the BACLTV met at Jim Roger's Sun Belt Car Collection. The tour was arranged by Steve Kennedy and we had about 20 members and guests show up. Some of us came directly from Cars and Coffee and with clear sailing we made it there in only 15 minutes. The curator opened the doors to both garages and we had all the time we wanted for self guided tours. There were about 150 cars in each garage with convertibles and fixed head cars in separate garages. The cars were grouped by marque. The British cars were generally grouped together. No one said they knew the future of the collection but we sensed that the opportunity for seeing this collection was limited. "

Story & Photos by Hank Spangler.

(Featured vehicles, Austin Healey, Crosley, E-Type Jag, MG TC, Rolls, REO Speedwagon, MGA TR-4,)



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**FUND-RAISER
TO BENEFIT
LAS VEGAS
HOMELESS VETS**

Saturday
November 8th 2014
9:00 AM - 3:00 PM

Clark County Shooting Complex
Trap & Skeet Field #22
Located 11357 N. Decatur
About 4 miles north of the I 215

\$5 Donation Per Shot

THIS EVENT IS OPEN TO THE PUBLIC

Vendors Wanted
Visit VegasVallyVettes.net
for application



Food Vendors!
**AMMO PROVIDED
12 & 20 GA.**
This is a lucky shoot.
You will be shooting at paper targets.
The BB closest to the center WINS!
If you don't have a shot gun one will be provided



For more information contact
C C Shooting Complex 455-2002



Persons under 18 must be accompanied by a parent or guardian.
All proceeds minus expenses will go to the Homeless Vets

FLIP OVER FOR CAR SHOW

2014 CAR SHOW November 8th

VEGAS VALLEY VETTES



Vegas Valley Vettes Member
will not receive rewards.

**ALL MAKES AND MODELS WELCOME
OVER 25 Plaques Given Away!!**

**\$25.00
Registration**

Early registration gets a raffle ticket
for a fantastic weekend get away



Goodie bags
for the first
150 cars

Vendors Wanted
Visit VegasVallyVettes.net
for application

Any questions Contact Neal 702.834.3633

Make checks payable to US Vets mail to
Car Show 8640 Rosada Way LV NV 89149

REGISTRATION FORM

Early registration is encouraged to assure a space on the field

Name: _____ Phone #: _____ E-Mail: _____

Address: _____ City: _____ State: _____

Make: _____ Model: _____ Year: _____

Car Club Affiliations (if any): _____

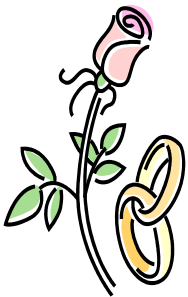
*Show Car Registration - \$25 per car before 10/25/14 (Show, raffle ticket & Free Carwash)
\$25 per car after 10/25/14 (Show Only)

FLIP OVER FOR TURKEY SHOOT



October Birthdays

10/18 Dottie Couturier
10/25 Mark Short
10/26 Jim Shope
10/30 Christine Shope



October Anniversaries

10/5 Headrick, Wayne & Barbara
10/7 Bowman, Al & Rita
10/12 Guzman, Art & Jackie
10/16 Gronquist, Keith & Barbara



1952 MG TD Roadster

This beautiful Nevada car has 36,000 original miles.

It has been garaged for 45 years and has not been started in 5 years. I have ALL the original parts and books.

I drove this car in high school (1962) and have kept it ever since. It is time to let it go to a serious buyer who will care for the car.

Contact:

Jim Ward 702 456-5500
jjwards@hotmail.com



A Piece of Jaguar History

By Heart Of America Jaguar Club Editor *Terry Love*

In 1932, William Lyons redesigned the SS1 more to his liking. The quality of the entire car improved dramatically. The engine was a 2054cc side valve engine developing 45bhp in 1932. By 1934, it had 68bhp, and by 1935, it had 70bhp.

The SS1 was significant in many ways. One was that it marked the emergence of Swallow as a manufacturer of cars, rather than a coach work. Second was that it clearly showed the way that Swallow was going to go, and third was that it represented quite extraordinary value for the money. William's advertising campaign was "*The car with the £1000 look...which only costs £310*". He kept the price of his cars to a minimum. He did this through various skill of production like simplicity.



Jaguar SS100



Jaguar SS1

The SS1 was available in a saloon, an open four-seater as a coupe, and as a drophead coupe. This spawned the SS90, a short-chassis version with two seats and the 70bhp engine. It had a top speed of about 90 mph—thus the name SS90. Cost was £395.

Also introduced about this time was the SS2—the baby brother of the SS1. It had a small 1006cc side-valve engine delivering only 28bhp. It did not do very well.

But the car which most people associate with before the war started was the SS100. It was introduced in 1935, and was the **FIRST** car to bear the name of JAGUAR. Lyons selected it. The SS100 was derived from the SS90, though there were many changes in the body and trim. The biggest change was the adaption of the huge headlamps. Far more important was the new engine.



Jaguar SS90

The new engine was based on the 2663cc engine, but in place of the side-valves, there was a new overhead-valve head, which allowed 104bhp. This gave the car superb performance for its day. The name SS100 is slightly misleading. The car could only do 95mph under perfect conditions and it had 104bhp. So Lyons rounded both off to 100.

In 1937, the engine was bored out to 3485cc giving it an output of 125bhp. Now it really could go over 100mph. And it only cost £445!!! The chassis was not new, and the engine was just bored out, but we now see how the technique of getting the maximum possible use out of everything became the characteristic of Jaguar. The XK engine and the XJS vehicle are prime examples of longevity.



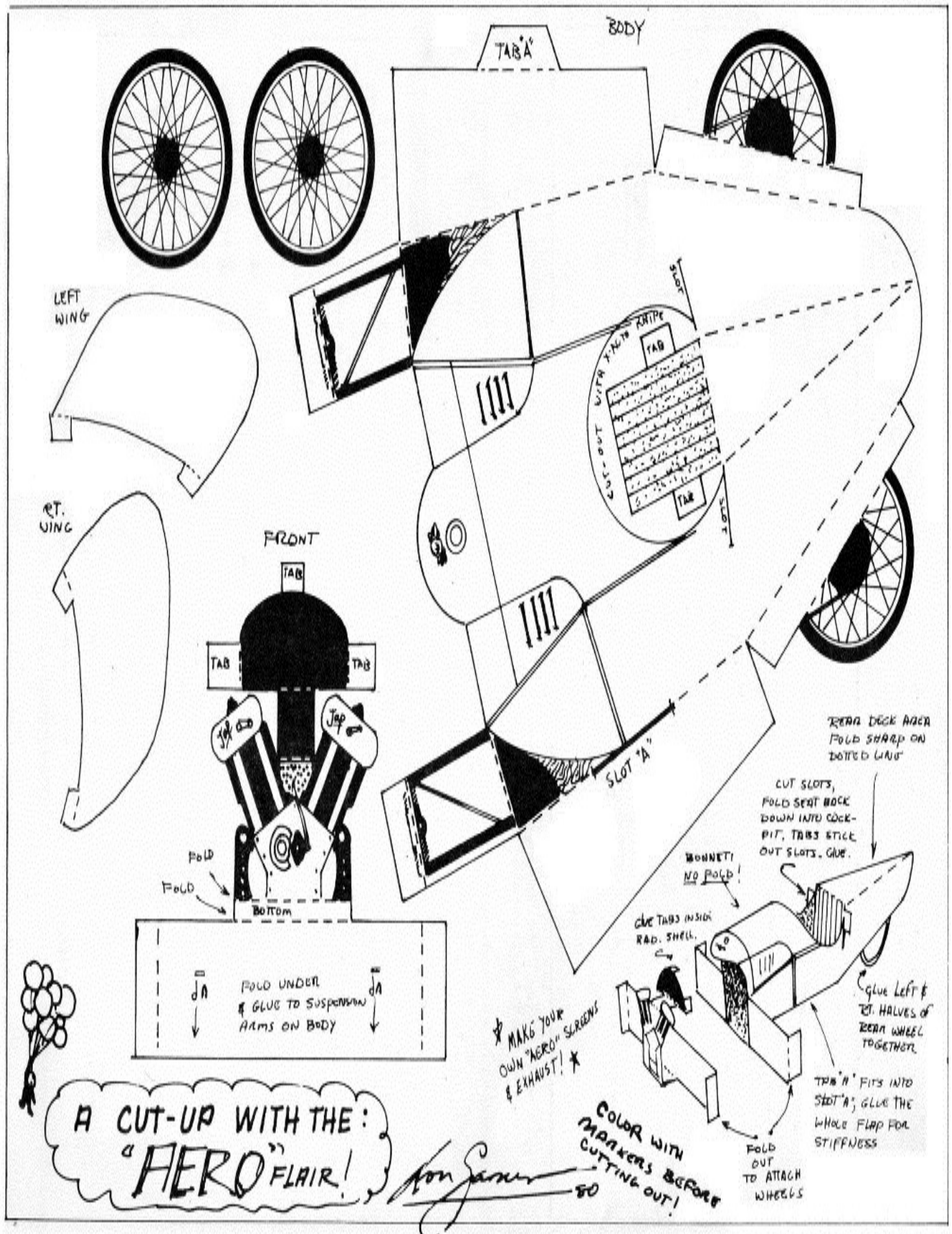
Jaguar SS100

In 1939, the war with Germany came along and everything was put on hold for the war effort. Jaguar produced about 10,000 sidecars for the military. They also repaired huge Whitley bombers along with other aircraft at their facilities. Jaguar prospered.

After the war, work went ahead on new projects. In the meantime, the same cars started up production again, but these were just a stop-gap until newly developed vehicles could be designed and produced. But the Jaguar emphasis was a **NEW** engine!!!

Terry Love

A fun Art Project submitted by Jonas Payne





**Ed and Gloria Underwood
and their 1977 MGB**



**British Auto Club of Las Vegas
P. O. Box 90973**