

November 2014  
British Auto Club of Las Vegas  
Founded 1990 by Ibsen & Julie Dow  
www.baclv.org

# The Spanner

## Special Expanded Edition



### BRITISH AUTO CLUB OF LAS VEGAS



PRESIDENTS MESSAGE  
PATRICK KLENK  
PRESIDENT 2014



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### Members of the Commonwealth

By Pat Klenk

British Auto Club of Las Vegas.....**British Auto Club International (BACI)**. It has a nice ring to it, doesn't it? We believe that you should be very proud of your organization of Little British Cars. First, there was the French and Indian War (the Seven Years War if you are Canadian) of 1754, then the War of 1812 (what year was that?) when the British captured Detroit (*my hometown*), and now, in 2014, well, the Canadians have appeared again and in such numbers!



The Canadian's have driven hundreds, no thousands, of miles to break bread with us as evidenced by our last Membership Meeting. Pulling into the parking lot for our Sunday meeting, I looked up and there was Brian and Sandi Lang's blue TR-6. (Okay, I had email exchanges with Brian, so his arrival here wasn't a surprise. His jaunt from Canada had been interspersed with the typical Triumph maladies, and while in Vegas, Jonas was going to help him out). I glanced to my left and there sat a white TR-6 with a British Columbia plate, looking vaguely familiar, but I couldn't place it with the member it went with. It turns out it was Bill Sinclair is, an official member for about a year. Parked in front of Bill's was a bright orange "modified" TR-7, also with B.C. plates. The Canadian invasion is on! Margaret then pointed out that there is going to be a "pre-meeting – a meeting – followed by a post-meeting", or just a very long mobile meeting. How right she was.



The pre-meeting included the appropriate pictures and a little discussion. The meeting began with nice introductions by Bill Wellbaum, and complementary remarks by Bill Sinclair, and the post-meeting ensued in the parking lot with bonnets up, exposing all. Members examined Bill and Dave's cars to see how they modified their cars by fitting a 3.4L GM engine and transmission in them. Then another group of members circulated around Brian's TR-6 tracking down why it was running rich and why an odd clunk sound that seemed to be coming from the universal joint. Therefore, a one-hour meeting became four hours of fun with the Canadians and their third invasion of the United States. May we say, "There is always room for more!"



## November 2014 Schedule of Events

### **1st. Saturday, Temple Bar Run.**

Hosted by Simon James

### **8th. Saturday, Veterans Turkey Shoot & Car Show.** Pg. 10 for details

Board Meeting ~ TBD

### **22nd. Saturday Booze and Art Run**

Steve Kilgour Host ~See page 9

### **30th Sunday ~ General Membership Mtn.**

Wildhorse Golf Club 2100 Warm Springs, Henderson



## December 2014 Schedule of Events



### **Board Meeting TBD**

### **28th, Sunday General Membership Meeting**

**Wildhorse Golf Club**

**2100 Warm Springs, Henderson, NV**

## January 2015 Events

### **11th, BAC Awards Banquet**

Bears Best 11111 W. Flamingo, Las Vegas

### **25th Sunday General Membership Mtn.**

Wildhorse Golf Club,  
2100 Warm Springs,  
Henderson



### BACLV

#### Board of Directors—2014

**President - Pat Klenk**  
[architect1@att.net](mailto:architect1@att.net)

**Vice President & Events**  
**Steve Kennedy**

[triumph971@aol.com](mailto:triumph971@aol.com)

**Secretary - Clara Ogel**  
[camarofast@embarqmail.com](mailto:camarofast@embarqmail.com)

**Treasurer - Al Lindahl**  
[allnsx@aol.com](mailto:allnsx@aol.com)

**Officer at Large - Mark Newbold**  
[mknnewbold@cox.net](mailto:mknnewbold@cox.net)

#### Appointed Positions—2014

**Membership - Bill Wellbaum**  
[wcbwellbaum@cox.net](mailto:wcbwellbaum@cox.net)

**Newsletter & Points**  
Sandy Lashua  
[cwlashua@aol.com](mailto:cwlashua@aol.com)

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

**Welcome Committee**  
David & Clara Ogle and  
Al Bowman  
[camarofast@embarqmail.com](mailto:camarofast@embarqmail.com)

**Webmaster - Steve Kennedy**  
[triumph971@aol.com](mailto: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 from the original author*. Submit all articles to

*Mail correspondence to:*

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- 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 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.baclv.org](http://www.baclv.org)

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



## ***The Lindahl's Oregon Trip With The Porsche Club***

***Written and photos by Al Lindahl***

**We began our trip one day ahead of time.** Lorene drove me to the airport where I rented a 2014 Nissan Maxima for the trip. We opted to put 2505 miles we drove on Alamo's car instead of our own. On Saturday morning I adjusted the tire pressure to the correct amount, and performed a thorough cleaning job on the inside of the windows. Car rental agencies never seem to clean the inside of the windows. Needless to say, throughout the trip we were subjected to scorn for our "Not a Porsche" car.

On Sunday morning we started the 712 mile drive to Portland with overnight stays at the Carson Valley Inn in Minden, NV, and the Running Y Ranch in Klamath Falls, OR. Oregon has no sales, restaurant or liquor taxes and you are not allowed to pump your own gas. On the way to Portland we had lunch with the High Desert Region Porsche Club in Bend.

In Portland we stayed at the funky Juniper Hotel for two nights. While in Portland we ate at a couple of very good restaurants, went on walks thru the city, and took a touring tram around Portland to the Japanese Gardens and other tourist sights.

From Portland we were off to Florence via Seaside where Lewis and Clark reached the Pacific and turned around.

We then had a very scenic drive down the coast. There are nine lighthouses along the Oregon coast, and we saw a few of them. Early the next morning we took a ride in a "sand rail" on the Oregon dunes. This proved to be the highlight of the trip and we would highly recommend it if you get up that way. Basically, we were going about 50 MPH in a dune buggy over large dunes. It was very exciting, and everyone that did it was thrilled we went. After showers to remove the sand we were off to Eureka, California for a two day stay at the Eureka Inn which was built in 1922. No air conditioning at the hotel since the highest recorded temperature in Eureka was 87 degrees. In Eureka we took a cruise of Humboldt Bay on the oldest ship still operating in the US (the Madaket, launched in 1910).

From there we were off to Clearlake, California via the Avenue of The Giants where we drove among the Redwoods that are 1000+ years old.

From there we drove to Mammoth Lakes, California and from there to home. There were some really desolate roads on this leg of the trip, and I think some speed laws may have been bent.



***Continued on page 12 ..***

## Octane/Octane Numbers

You see the word ‘Octane’ every time you pull in to put gas in your car.



The octane numbering system was first introduced in 1926 and is simply an expression of a gasoline’s antiknock quality. The most common octane numbers you will see on gas pumps today are: 87 thru 91 depending in which part of the country you live in. In higher-elevation areas an engine draws in less air because of the reduced density of the atmosphere. This is why the gas you buy may have a different octane rating than what you would buy say at sea level. Now this octane thing can get really complex, you would have to be a chemist and a mathematician to really understand it. Let’s stick to the very basics. When we talk about anti-knocking quality we are talking about that pinging sound you hear when you step on the gas pedal to say pass another car. Assuming that your car’s engine is tuned properly and your engine pings, chances are you should be using a higher octane gas. Keep in mind I am talking in terms of older British classic cars and not newer cars as most newer cars are equipped with a knock sensor which sends a signal to the engine control unit, which in turn retards the ignition timing.

The “(R+M/2 Method)” you see on the gas pump is a research motor octane number and is determined by running the fuel on a test engine. One misconception is that if you run a higher octane fuel than what the automobile manufacturer recommends you will get an increase in performance. *NOT TRUE*. If you modified the engine such as increased the compression ratio, etc., than chances are using a higher octane gas will get you the increased performance you are looking for.



*Happy Motoring...Ron Couturier*



# BACLV Meeting Minutes

*Respectfully Submitted:  
Clara Ogle, Secretary*

## BACLV GENERAL MEMBERSHIP MEETING SEPTEMBER 28, 2014

Attendance: 43

Pat Klenk called the meeting to order at 9:00 AM.

Bill Wellbaum welcomed:

Brian and Sandy Lang from British Columbia  
Bill Sinclair and Dave Renner from British Columbia  
Irene Albrecht and Guadalupe King back from their summer hiatus

Pat Klenk opened the nominations for or seeking volunteers for the 2015 Board.  
If there is only one nominee or volunteer for a position, the position will be assigned to that individual.  
If more than one individual is running for an office, the position will be voted on.

President: *Steve Kennedy* – progression from Vice-President  
Vice-President: *Bill Wellbaum* –volunteer, assigned  
Treasurer: *Al Lindahl* – second year of two year term  
Secretary: *Jane James* – volunteer assigned (two year term)  
Officer-at-Large: *Simon James* – volunteer assigned

Congratulations to our new officers and Steve Kennedy thanked everyone for volunteering.

### Past Event:

Pahrump Run and Car Show: Everyone had a great time. Susie Rosoff won 1<sup>st</sup> Place. Mountain Falls enjoyed having our club and we may have attracted two new members.

Barrett-Jackson Auction: Hank Spangler reported on the event and gave the auction price ranges for various British cars.

Wurst Fest: BACLC had showing of seven cars. There were between 120 – 130 cars entered into the Car Show. Ten Top Pick awards were given. We won three awards: Jonas Payne, Jim Shoppe, and Jim Oswald. Alan Bowman handed out their awards.

### Upcoming Events:

Oct 4-5: Lotus Show at Stateline  
Oct 9: Board Meeting at Sedona, Flamingo at the 215  
Oct 11: Tune and Tech at the Payne residence. Please bring a snack.  
Oct 19: Oktoberfest Rally hosted by the Klenks  
Nov 1: Temple Bar Run  
Nov 8: Veteran’s Turkey Shoot and Car Show  
Details for upcoming events can be found on the website.

Treasurer’s Report: No activity in August

Please put these 2015 dates on your calendar.  
Jan 11 – After Holiday Party and Award Banquet  
Feb 15 – Sweetheart Luncheon, 11:00AM – 1:00PM

### Open Forum:

Jim Sinclair reported on this year’s Triumph Fest. Next year it will be held in San Diego, Oct 8-11.

Microphone for Meetings: Our meetings are large enough to warrant use of a microphone so everyone can hear the speakers. Pat Klenk said he knows where ours is and will start bringing it to our

## On a Wing and a Prayer

Submitted *By Jonas Payne.*

*Photos by Jonas Payne and Sandy Lashua*

**When our LBC's were new**, they were just like any other car at the time, and we would utilize them as daily drivers. They were often the "family" car, likely before we actually had families, but in many cases they were our only form of motorized transportation.

Despite poor reputations for dependability and reliability earned after the disposable cars hit the used car market and began suffering at the hands of deferred maintenance, age and ignorance, LBC's were as well engineered and as well built as many of their contemporaries in the 50's, 60's and 70's. These cars were and still are easily capable of going 100,000 miles and beyond with basic maintenance and common sense.

As such, back in the day, we'd use them to get groceries, to run to the hardware store, and to get us to and from work or school. As surprising as this seems to modern man, we'd also take them on vacations and road trips, often 1,000's of miles at a time without hesitation. Fast forward to 2014, and we no longer really consider taking one of our classics for such a journey. They are a little cramped (we have grown), they are loud (can we hear it anyway?), and we fear that they may break at any instant.

Of their shortcomings, the latter is what keeps us from embarking on grand adventures in our LBC's today. Admittedly, one of the things that made us fearless when the cars were new was that there was a Triumph, BMC or Jaguar dealer in most towns of any size, and with millions of British, French and VW's on the road here, getting your car serviced at the corner garage in the event of a "temporary failure to proceed" was not the challenge it is today. Combine this with age, fatigue, and deferred maintenance, and the possibility of such a failure increases while the ability to have it corrected en-route has diminished. So much so that we have taken to leaving the cars at home, and if we do dare take them out, we do so in groups or large organized runs (California Mille, Silver State 1000, Lap of America, Etc.) so that in the event of a mishap, we can rely on a chase truck and other enthusiasts to fill



**On a Wing and A Prayer” Continued from page 6**

**To prepare for the trip**, Brian Lang gave the car a thorough once over including a new clutch and overdrive unit. Brian is a handy guy, and while not a professional mechanic, he is easily capable of most maintenance and improvement tasks required on an LBC. The first part of the trip (almost 2,000 miles) went without incident except for some vibrations from the driveline, a stiffening clutch and a burned up cap and rotor that was causing an intermittent miss and drivability problems.

But **what if** you woke up one morning and said to yourself that your next vacation was going to be about the Journey, not the destination? **What if** your time wasn't so constrained that you needed to be back in the office in exactly 5 or 6 days? **What if** your significant other shared your sense of adventure? And lastly, **What if** you were confident in your LBC's ability as a touring car?

Well, our new Canadian Friends, Brian and Sandi Lang from the Okanagan Valley of British Columbia recently asked themselves those very questions recently and embarked on what will eventually be a 5,000 + mile road trip from BC, through Washington State, Oregon, Idaho, Utah, Nevada to Miramar, California. Their mode of transportation? A very lovely Tahiti Blue 1975 Triumph TR6.

Cedar City isn't much of a hive of LBC activity, so Brian on 9/23 reached into his toolbox and found – the INTERNET, where he quickly found the BACLV. He was able to find a local mechanic who was unfamiliar with Triumphs but willing to help, and they laid up in Cedar City, UT for a few days while waiting for a new cap and rotor to be sent in from Moss Motors. Their local mechanic installed the parts, set the timing and adjusted the carburetors. The vibration was diagnosed as a bad u-joint on the driveshaft, but their local friend didn't have the proper facilities to replace it, although two new u-joints were sourced at the local auto parts store (who said parts for our cars were hard to come by!).

They were back on the road on 9/25 and looking for a local shop familiar with LBC's to complete the u-joint replacement. They coasted into Las Vegas on 9/26 and contacted the BACLV garage squad on 9/27, unfortunately, we were unable to help because we were all sitting in lawn chairs drinking beer in Boulder City at the Wurstfest .

**Brian and Sandi Lang** attended the BACLV meeting on 9/28 and oddly enough, **Bill Sinclair** and his business partner, **Dave Renner**, also of Okanagan Valley, BC were in attendance. Vegas is a betting town, but what are the odds of having 4 people from the same town in Canada show up at a car club meeting in Nevada?

Following the meeting, Brian and I made plans to bring the ailing TR6 to my shop on 9/29 for what we expected to be about 4 hours worth of work to replace the u-joints. Brian was very interested in helping and learning additional mechanics skills and I readily agreed to having an extra set of hands in the shop. Upon getting the car up on the lift we found some problems.



**Bill Sinclair**

**Dave Renner**

*Continued from page 7*

**Despite the fact** that the car was in very good shape, a previous owner had taken some liberties with a “custom” exhaust system installation. In order to reach the driveshaft, the exhaust system would need to be cut out of the car. Exhaust system removed, we were able to get the driveshaft out, it was bad. The front u-joint was rattling around and it was clearly evident that the joint was no longer riding on it’s needle bearings which were long gone. So far gone in fact that the yokes, which should be about 5/8” in diameter looked like sharpened pencils. If not replaced, it would have failed in short order, causing potentially catastrophic damage to the car and it’s occupants.

Had the joint failed, the driveshaft would have separated in the middle while spinning at 1000’s of rpms. Triumph driveshafts run through the car, not under it, and they have a cardboard tunnel that separates your limbs from that spinning piece of metal. Picture a metal baseball bat spinning about your knees and hips 50 times a second. The potential carnage resultant from such a failure makes me cringe, and I’m very glad that Brian pulled the car off the road when he did.

Because of the heat and damage to the driveshaft, what should have been a 1 hour job replacing the joints dragged out into an entire afternoon, and resulted in difficulties pressing in the new caps (which I broke). As luck would have it, we were able to source another U-Joint at the Autozone near my house (Score 2 for parts availability).

Day 2 found us making good progress, and in short order we had the driveshaft back in and the exhaust system welded up and re-installed. We found that our Mechanic friend in UT had incorrectly set the timing and that the Carburetors were not adjusted properly. These items were set right and Brian and Sandi were on their way. We’ve emailed a couple times and they are enjoying some time in Miramar, California as I write this. So what’s the lesson?

***Life is short – have an adventure***

- 1) Things that go wrong are nothing more than an opportunity to make new friends and learn something
- 2) If something in your driveline is vibrating, look into it, it could mean an unpleasant end to your trip
- 3) If you look, you will find like-minded, good hearted people with similar interests, oftentimes far from home. We get tired, have a little jad-little faith in Humanity.



**Presidents Message continued from page 1**

Speaking of one more, Margaret and I extend our sincere “thank-you” to one who volunteered to hold a club position if necessary – Jonas Payne. He escaped a stint on the Board thanks to the others who stepped forward, in grand fashion, and volunteered. In the past, arm twisting, phone calls and shakedown tactics were used to fill various positions. This year was different, perhaps Canadian influence? We believe Steve Kennedy will have a great Board to work with in 2015, one which will include



**Dave Renner and his TR-7**

members with fresh, new ideas and thoughts. Bill Wellbaum (VP) was president a number of years ago, and he has seen the Club’s evolution, moved with it, and will lend his unique perspective to complement Steve’s vision. We are excited for the addition of Jane and Simon James to the Board. Jane, secretary, and Simon, Officer-at-Large, took one simple request and said yes without hesitation, bribes, or physical persuasion. This degree of interest and enthusiasm for the British Auto Club of Las Vegas is truly heartening and provides assurance to us all that the Club will survive and make an imprint on the years to come. We are a group of folks committed to the sport of British Motoring, and apparently, our enthusiasm has crossed



## **Booze and Arts Drive**

Hosted by Steve Kilgour

**Saturday, November 22,**

**Depart at 10:30 am from Smiths parking lot on South Valle Verde at the 215.**

**Drive to Las Vegas Distillery ~ 7330 Eastgate Rd., Suite 100, for a tour at 11am.**

**Continue the drive to the City Lights Gallery  
on Army Street in Beautiful Downtown Henderson (off Water Street).**

**After touring the Gallery, *S-t-r-e-t-c-h* those legs!**

**WALK one very short block to**

**BERWICKS CAFÉ on Water Street.**

**NO RSVP! NO ENTRY FEE! NO HASSLE!**

**Just a pleasant drive. If you would like to join Steve on this adventure,**

**Join him at Smiths Parking Lot**

**November 22. Scheduled de-  
ly.**

**parture 10:30 am, so be ear-**



November Birthdays

- 11|3 Jared Carithers
- 11|3 Susan Barker
- 11|6 Bonnie Himka
- 11|7 Jackie Guzman
- 11|8 Gavin Pepper
- 11|13 Christine Bowen
- 11|15 Kathy Neubold
- 11|16 Sandy Kilgour
- 11|16 Bill Debeuc
- 11|17 Rita Bowmen
- 11|19 Pat Semiatore
- 11|19 Bryan Lauwe
- 11|21 Bonnie Brown
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- 11|24 Polly Paolozzi
- 11|25 Bill Dye
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## Mountain Falls Event hosted by Al and Pat Seminore



Sunday Sept. 21<sup>st</sup> started as a beautiful day. The sun was high, the temperature was just right and BACLV was about to embark on a Pahrump experience. It was titled The British are Coming, a throw back to Paul Revere Days in Lexington, Ma.. It was scheduled to run from 11am to 1pm.

At ten thirty we arrived at the Grill Room in Mountain Falls. Al Paolozzi was the first to arrive. The first time he has ever arrived early for an event. He was followed by Steve Kennedy. **Drew Kennedy** *scheduled to be our classic car show coordinator. And a big thanks goes out to him for having given all of us a chance to enjoy each others company without having to watch and drum up votes for the cars.*

We were asked to park on the golf course lawn so that all the residence of Mountain Falls could enjoy looking and voting for our beloved cars. Not all cars had plaques describing their attributes but never the less people still enjoyed looking at them and talking to the owners.



Everyone was invited into the Grill room where a separate area was set up for the BACLV members. We then could enjoy all of what the Buffet had to offer. There was so much available I wouldn't even attempt to list all of it. But it was hot and tasted very good. Three big round tables were set up for BACLV members, 9 people to a table which made it excellent for socializing.

Two new members from the Pahrump area arrived. Mr. Dave Christiansen listed three British cars, a Jaguar Mk2, Rolls Silver Cloud and a beloved Austin Healey 100. Mr. Mike Tettlebaum brought his cherished Lotus 7. A true reflection back to the early days of racing.



Nye County Assemblyman James Oscarson donated the car shows first prize basket . Unfortunately duties called and he could not stay to enjoy the festivities.

After everyone had eaten the placing's for the car show was announced.

**First Place** went to a Black BJ8 Austin Healey owned by Susie and Allen Rosoff. Rumor has it that Susie spent two days preparing her car for this event. Judging from her reaction I would say she was more than pleased.

**Second Place** went to a three wheeled car owned by Jonas and Kate Payne. I think Jonas is trying to cut transportation costs so he only uses three wheels.

**Third Place** went to Joseph Marcella and his beautiful Jaguar F type. All three are shown in the above photo.

**Fourth Place** went to Mike Tettlebaum and his beautiful Lotus 7. The Lotus was a look back to yester years racing days. Some how a photo of this vehicle was missed. I'll bet that doesn't happen a second time as nice as that car looked.



**Fifth Place** went to white Austin Healey 3000 with a black top. This car is a real trooper going over the 6000 foot Spring Mountain to Las Vegas at least once a month.

After the awards were made many of the members made the

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**"The Lindahl's Oregon Trip with The Porsche Club"** Continued from page 3



The scenery along the coast is spectacular and very rugged. We were warned to expect lots of slow moving traffic as we drove down the coast, and were very pleasantly surprised by how empty the roads were. One of the attendees (*not the author*) was making use of one of the randomly spaced passing lanes on an uphill section, and encountered a State trooper resulting in a \$388 added expenditure for the trip.

Alamo did not blink when I returned the car with 2505 miles more than I left with. Their only comment was to note the additional 5 lbs. of bug remains attached to the front. At a rental cost of \$420 I was happy to use their car and not have to fret over rock nicks and a couple of less than ideal parking locations.

All in all, a good trip with some fabulous scenery and good company. A bit too much driving so we were



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*Happy 50th Anniversary  
 Jim and Christine Shope*

**WIN A PRIZE!**

*Below is a photo of Dick Rowe standing between a Mini which has been split in two. Submit your caption for the photo and win a Prize. E-mail your caption to [cwlashua@aol.com](mailto:cwlashua@aol.com). The winner will be featured in the next Spanner. Selection and Prize by Hank Spangler*

???

## 2014 Wurstfest Car Show

By Alan Bowman (Photos by Pilar Wellbaum)

**September 27, Wurstfest Saturday**, dawned with ominous clouds. Luckily, the clouds quickly disappeared and we enjoyed a beautiful southern Nevada day. Due to suspicions about the weather, the car show was a bit smaller than normal, maybe 110 vehicles. This was more than made up for by a 600% increase in the BACLV's participation. The seven LBC's were parked together and enjoyed the attention given to and the pictures taken of them. To be sure, they were the most unique cars in the show. Of the ten "Top Pick" awards given by the show's judges, three were awarded to members of the club. Jim Oswald's TR-4, Jonas Payne's Morgan 3 and Jim Shope's Austin-Healy 3000, received plaques for their uniqueness.





**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**

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**Food Vendors!**

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

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**COME MEET THE Fabulous Sin City ROLLERGIRLS**  
*So fabulous, it hurts.*

**US VETS**

For more information contact  
**CC 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 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

**FREE CARWASH** from Terrible Herbst

**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

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**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**



**Save The Date!**

# **BACLV Awards Banquet**

**Sunday, January 11, 2015**

**Bears Best Golf Club**

**11111 W. Flamingo, Las Vegas, NV 89135**

**RSVP & Checks to Al Lindahl**

**E-mail: [allnsx@aol.com](mailto:allnsx@aol.com)**

*(Phone number listed in the Membership List)*

*More information in the December Spanner and on the website.*



**Save the Date!**

## **BACLV Sweetheart Lunch**

**Sunday February 15th, 2015 11 am ~ 2pm**

**Cost is \$25. /per person**

**Guissepe's**

**6065 S. Durango, Las Vegas  
( just north of the 215 on Durango)**

**Please RSVP to the Hosts**

**Clara Ogle ~ [camarofast@embarqmail.com](mailto:camarofast@embarqmail.com) Or**

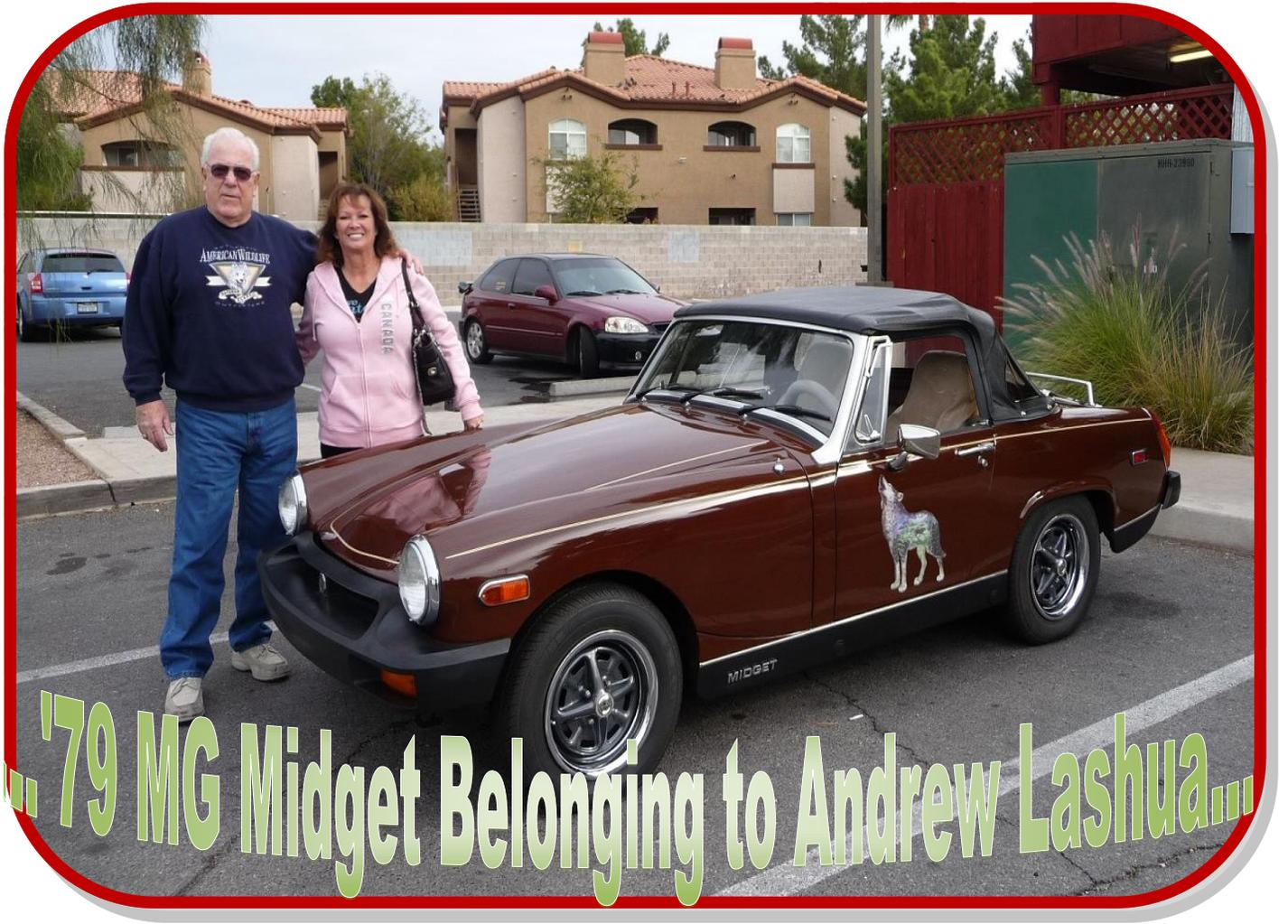
**Sandy Lashua ~ [cwlashua@aol.com](mailto:cwlashua@aol.com)**

**Please RSVP and submit your check by February 1st, 2015**

**Make checks payable to BACLV**

**An award will be given to a Special Couple**

*(Phone numbers listed in the Membership List)*



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