



The Spanner

The official newsletter of the British Auto Club of Las Vegas



Rosie & Michael's MG Midget at the Trails Community Park. Photo by Michael Johnson.

WHAT'S INSIDE:

President's Message.....	2
Editor's Desk/Birthdays/Anniversaries.....	3
Halloween Party	4 & 5
Tech Talk.....	6
Grape Expectations	7

Shelby Museum Tour.....	8 & 9
Upcoming Event Flyers/Points Standing.....	10
Advertisers.....	11
Events Calendar	12

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. We discuss events and activities, swap Lucas stories, exchange advice on repair problems and enjoy socializing with one another.

Membership Meetings are held at 9:AM on the last Sunday of each month at

The Wildhorse Golf Club
2100 Warm Springs Rd.
Henderson Nevada

Any change in location will be noted in the Spanner and our website.

Board of Directors 2019

President: Jonas Payne
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vicepresident@baclv.net

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President's Message

By Jonas Payne

Happy Holidays

Best wishes for a happy holiday season and a wonderful new year. We, the board, both 2019's and incoming 2020's, are honored to join



with you in making the British Auto Club of Las Vegas the very best it can be. You volunteers make it so. See you soon!

Missed a Membership or Board Meeting?

You can read the Meeting Minutes on the BACLV website in the Members Section.

Email baclv1990@outlook.com for password

Cover: Michael and Rosie Johnson's 1965 MG Midget wearing clothes of the season.

They found the car on Bring a Trailer in its present Porsche Guards Red condition. The car was raised in San Diego, yet like many of us, has found a home in Las Vegas.

Consider Submitting an Article to the SPANNER. Submissions are preferred in a non-formatted Word format, 500 to 1,000 words. Photos are also welcome and should be sent separately in .jpeg format, with appropriate cut line/caption descriptions. The deadlines are typically the 15th of the month prior.

Commercial fee schedule for advertising in the SPANNER is:

1/2 page \$150.00
1/4 page \$100.00
Business card size \$75.00

Advertisers supporting the British Auto Club of Las Vegas receive a member's discount .

Dec Birthdays

Linda Covey	Lorena Keltie
Catherine Payne	Mary Krevosh
William Mahler	Julie Dow
Margaret Klenk	Jonas Payne
	Alfred Dowden

Dec Anniversaries

Millie & Hap Polk
Dottie & Ron Couturier

Missed your Birthday or Anniversary or have the date wrong? Please email: baclyspanner2017@outlook.com so we can update our list.

From the Editor's Desk

Pat Klenk & Hap Polk

Tis the Season

Tis the Season to be thankful for family and friends. 2019 has been a wonderful year for BACLTV. Membership is up. New members bring new vigor and hope for the future. Friendships have formed and strengthened. People caring about people infuses our meetings. Helping each other enjoy our Little British Cars pervades. We have several tune and tech hosts who kindly offered their lifts, tools, and bonhomie to all. I frequently hear of a member going to the home of another to fix a Lucas or Girdling or BMLC gremlin. We are mutually supporting. So much to be thankful for.

I especially wish to thank Jonas who among many, many other kind things reached out to strong-arm me to become a Spanner co-editor. Jonas embodies what is best about the British Auto Club of Las Vegas: caring, considerate, thoughtful, kind, decisive, and willing, oh, so willing to help. Again, thank you Jonas.

I am honored to thank Pat and Margret Klenk. They brilliantly designed the layout for the Spanner and the web site with a modern, professional look. As I create Spanner pages, I am in awe at the clarity and appropriateness of their designs. Pat, thank you for helping me along the way easing my learning how to be a Spanner editor, listening to my

suggestions, and even incorporating some. Pat has made us a good mutually supportive and respectful team.

BACLTV members are mostly very hard workers with full busy lives. Yet they find time, passion, and caring to bring joy to our endeavors. New members have jumped right in. I especially thank Charles and Jeri Williams, Judy and Ron Sandgren, Gary Martin, and Shelley and Denie Hiestand for their active contributions to BACLTV activities.

Most acts of kindness occur outside my awareness. Many exist beyond my comments here.

Rosie and Michael Johnson are incredible. They anticipate almost everything that is needed for an event to occur smoothly without hiccups. They are specialists at herding cats without the cats even noticing. My hat's off to them. When Michael is not helping Ron Couturier getting his Lotus started, Rosie and Michael are helping the Polk's with their home remodeling. They are best friends to all of us. They exemplify the BACLTV spirit.

Dave and Clara Ogle—what to say? Dave has kept the club on the right fiscal path, prudent, yet accommodating. Clara flashes her brilliance in conversation and how tough and obstacle overcoming she is. She embodies the personal qualities found in so many BACLTV members.

Jane James is uncanny in her ability to distill wide ranging conversations into cogent meeting minutes. She makes us appear to be knowing what we are doing. That's a real talent.

Al and Pat Semitone make the long trek for every general and board meeting and most events. Thank you for fulfilling the Officer at Large position.

Bill Wellbaum has served as Membership Chair for over ten years. Thank you Bill.

We debate whether we are more a car club or a friendship club. Most car clubs concentrate on the cars with friendship secondary. Our British Auto Club of Las Vegas is inclusive. Both views are fully supported. I am pleased at how many members say this club is a major part of their social lives and connection to the community as well as helping to keep their LBC purring and having places for it to go and things to do. This club is more than a common interest club. For many it is a big contributor to our lifestyle.

The Grape Expectations article within demonstrates this.

We started 2019 by asking for volunteers. You responded with energy and good grace. Thank you, members, for making BACLTV the joy it is. Best wishes for the season!

Hap

Michael's Little Red MG

Text and cover photo by Michael Johnson

How did this car end up in our garage seems to be the question I hear right after, what is it? I was working with one of our clients in Seattle and also about to celebrate my 50th year of living. Yep, working on my birthday as usual! I was feeding my daily addiction of Bringatrailer.com the latest on-line car auction site that curates an amazing list of vehicles for sale daily and provides hours of entertainment for car enthusiasts and dreamers. Scrolling hurriedly through to the Porsches and VWs, I stumble on to a 1965 MG Midget. A few pulls on my not as gray as it is now Goatee and decide to take a closer look...

Rewind 35 or so years, I'm driving to ASU in my 1972 Porsche 914 and one of my classmates pulls up next to me in the parking lot in a 1960s Austin Healey Bug-eye Sprite

dressed in red with white leather interior. Of course, I tease him for driving something so silly and that it's not German made and walk away, quietly thinking what a cool little car. That little Sprite become a regular guest in my life and I enjoyed many trips to SCCA events with my now friend Kelly and his sprite and me with several different air cooled German cars over a 10 year period.

I read the auction description three times and jump in on the comment thread that is building regarding this little red car. A few clicks and my credit card number and just like that I can now bid on a car I have never seen or driven! Sounds like a great decision, right? By the way, I may or may not have disclosed my plan to Rosie at this point. Then the 2 minutes to close of auction arrives and the bidding

shoot out begins! If you don't buy at auctions, this sniper concept of coming in at the last minute is normal, however, has been solved by Bringatrailer. Any bid that arrives with less than 2 minutes to the auction close re-sets the clock to 2 minutes. So the 2-minute warning is like an NFL game, there is 30 minutes of game left and the escalation of commitment increases with every play! 8 clock resets later and about 15% more money than I planned to spend, I bought a 1965 MG Midget.

It's the third year of parking this tiny example of a car in our garage now and we have enjoyed every minute! The repairs the previous owner claimed were all true! Our little red MG Midget brought Rosie and I to this club and established a lifetime of friendships with a great group of people. Happy Holidays!

HALLOWEEN PARTY

By Ron Couturier, Photos as noted

Tis near Halloween when witches are seen riding broomsticks in the dark of the night against a full moon seemingly filled with the shadows of black bats fluttering above ominous looking clouds.



The cookie monster, Don't stick your hand in.

What do you fear? The walking dead lurking in the shadows, or maybe a sinister black eye-patched pirate with his wench by his side, or a captivating looking leopard lady accompanied by her suspicious looking trainer with a black whip on his side. How



Our own Bob Marley look alike. Scary, isn't he?

about a creepy witch, leaning over a caldron stirring a potion, and coaxing you to try her secret brew, which she claims will rejuvenate your youth. A Bob Marley look alike, entertaining guests.

All these macabre characters made an appearance at the Halloween gathering hosted by Ron and Dottie Couturier on Saturday



night the 26 of October. Luckily, despite possible mischief brewing amongst some of the ghoulish characters, a caped crusader/ crime fighter appeared out of the night to quell any unearthly activities.



There were nineteen BAC members with a few jack-o-lanterns and goblins who enjoyed the festivities with plenty of food with various forms of witches brew and maybe a few potions.

Thanks to everyone who came and brought a wonderful array of food. There were so many wonderful deserts and sweets that a special raffle was held at the Sunday general membership meeting. A special thanks to both Rosie Johnson and Lisa Schneider for providing photos.



Ron & Dottie Couturier relaxing after setting up food and decorations. Thank you.

RED ROCK RUN

Text and photographs by Michael Johnson

Red Rock Cruise and Brunch 2019

This now annual tradition has become our marker for the end of summer and what an amazing day it was! The weather was perfect, the cars looked great and so did all the members in them! The start of my day consisted of a broken primary hood latch on the MG Midget. Rather than rig some kind of repair at the last minute, I drove the back-up MGB!



Sallie McClary's elegant Jaguar taking pride of place.



Jim Oswald's TR4 looking good as always.

Off we go to the rendezvous point with Rosie following close behind in our Tacoma to haul all the delicious food and drinks that would greet us at the end of the Red Rock Loop!

After some raised hoods and some shared stories in the Charleston Boulevard Dunkin' parking lot, we lined up to get ready to go enjoy the 12-mile ride to the Red Rock Canyon Park entrance and the 17 or so miles of one-way paved heaven!

I was lucky enough to add a co-pilot along the way, Skip Yarema. Thanks, Sallie

McClary, for jumping in to help Rosie and sharing your co-pilot with me! We beat the rush and had nearly open road for most of the drive.

We stuck together until the lookout point at the highest point of the Park. We all took some more time to chat, enjoy the view and let the Park visitors enjoy the LBC cars and take photos. The second half of the drive was open to the faster cars and drivers to lead the way and have some fun.



We are suddenly blessed with Jaguar F-Types, Al Lindahl's, Bob Wiecek's, and Jerry Hager's. More please.

We arrived at the roadside overlook just outside the Park. Rosie, Sallie, the Leflers, and the Ogles had a brunch that the Waldorf-Astoria would envy, ready for us to enjoy...



Folks enjoying food and friendships. Thanks for hanging the BACLV banner. More thanks for the folks who set up this feast.

Jim Shope met a nice man with a 1950s Jaguar, I believe an early '50s XK120 with the split windshield. Absolutely stunning car! I hope we see him and his car again, soon.



After an invigorating morning drive, everybody is lined up for the food. Bring it on.

Thank you for great day! Thank you to all the Members for coming out to spend time with us and keeping these great cars on the road!

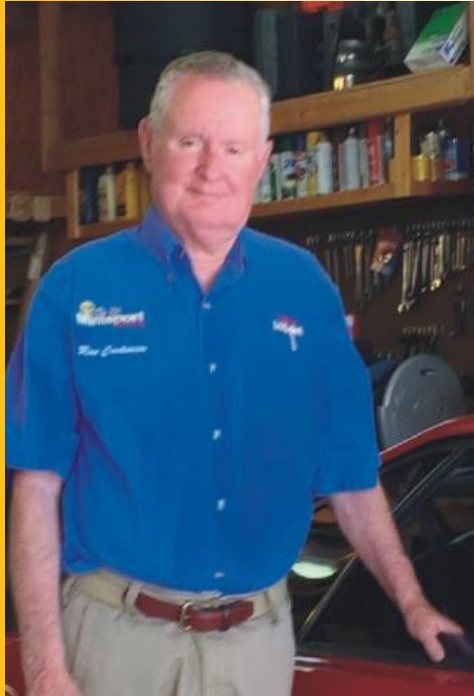


Stephen & Rebecca's Land Rover in its natural habitat—a most welcome addition to the BACLV fleet. They were used more as farm vehicles than for big game hunting. We hope they will share their Land Rover's story in a future Spanner article.

Editor's Note—The Dunkin Donuts Red Rock Run has become a biannual, spring and fall tradition—all started by Michael and Rosie. A crowd favorite with growing participation. A chance to exercise the cars. For photographers, dawn beside or within the park offers spectacular lighting of the mountains and desert. Perhaps this spring other photographers will join me for a pre-dawn visit followed by hot Dunkin Donuts coffee. #bringatripod Hap

Tech Talk

By Ron Couturier



Ron has been writing tech articles for the club many years. He and his wife, Dottie, have been with the BACLTV since **1997!**

Visit the club's website to view more of his articles.

Thanks, Ron, for your dedication to the club.

<https://www.bacvl.net/tech-articles>

A YOUNG MAN'S FIRST CAR MAGAZINE

It was the Fall of 1958, and the "Mechanix Illustrated Small Car Guide" had just hit the newsstands. Spotting the magazine, I spent 75 cents and purchased a copy. I finally had my driver's license and was ready to make my first car purchase.

I had a special interest in English and European cars. The only American cars that appealed to me were the Chevy Corvette and the Ford Thunderbird, both of which I couldn't afford. In 1958 the U.S. automobile industry was experiencing a significant recession with 31% fewer cars being sold than the previous year. U.S. auto manufacturing would take a big hit. At Ford, the new Ford Edsel which was named after Henry Ford's son, was

destined to be a sales disaster, while the '58 Thunderbird had gone from a nicely designed two-door, two-passenger sports convertible, to a four passenger coup that was stretched some 25 inches. The Thunderbird would go thru 10 major styling updates before its eventual demise in 1997. In 2002 a T-Bird retro model was introduced, but due to poor marketing and sales it was discontinued in 2005. At GM, stylists had updated the Corvette's front end sporting a four headlight setup, with a V8 engine that had an increase in cubic inches from 265 to 283 which would raise horse power to 230.

The *Mechanix Illustrated Magazine* in '58 featured descriptions and technical specifications complete with road tests to include twenty-seven British cars and covered a total of fifty-six small cars from major European countries as well as cars from the the USA, Japan and Czechoslovakia. Included in the reviews was data on: fuel consumption, horse power, braking, top speed, noise level, engine specifications, handling, comfort and a list of distributors.

The photos which accompany this article were taken from the original magazine are poor in quality due to aging. British imports to the U.S. in 1958 were 152,543, which indicated a steadily growing demand for smaller more fuel efficient cars. Among the cars tested was the new small Austin Healey Sprite which used many Austin A-35 and Morris Minor components.



The sexy Austin Healey 100-6, designed by Donald Healey, was also reviewed and received praises for its smooth ride, and easy exit and entry due to the wide doors. The now classic Triumph TR-3 had a two page spread, which highlighted the fact that the engine had gone from 90 to 100 horse power, as did the four passenger Triumph sedan. The review for the Sunbeam Rapier had a caption that read, "Improved and restyled, with just a bit of the Detroit idea at the rear. a very handsome car, indeed." Ford had four cars featured, which included a Consul Mark II,

the Prefect, Taunus 17M, and the classy Zephyr, which was selling for \$2,193. The odd looking Berkley, dubbed by the editors as "an interesting sportster with a two-stroke engine and chain drive", was hardly suited for American roads.



AN INTERESTING SPORTSTER, WITH A TWO-STROKE ENGINE AND CHAIN DRIVE

Hillman's were displayed with a six page layout featuring the Husky, a two door wagon, the Minx, a four door sedan, and four door wagon which displayed plenty of cargo space.



The beauty and grace of the new sporty Jaguar XK 150, which was replacing the XK140, was touted for its luxury in leather paneling, leather dash, and adjustable steering wheel. There were eight photos of MGs, which included the Magnette, plus the MGA coup and roadster The MGA, was the largest-selling sports car imported to the United States and had replaced the classic MG TF in 1955. The updated model for 1958 was a lot faster than previous models with a type B, BMC, 72 horse power engine. Editors commented that it was fun to drive with excellent road holding qualities with a top speed of 100 mph.



In summary, the editors at *Mechanix Illustrated* were of the opinion that by the end of 1958 there would be some 300,000 foreign cars on U.S. roads. What was Detroit doing? Upper management at Ford, GM, and Chrysler were all studying the possibility of building a small car for the U. S. market, but there certainly were those who were not in favor of investing millions of dollars in design, tooling, and materials it would take to compete with European manufacturers.

GRAPE EXPECTATIONS

By Hap Polk

Everyone likes wine. Well, how about making your own wine? Kate & Jonas Payne invited BACLV members to join them this year in making our own BACLV wine. A lucky few said I want in.



Our hosts for wine making fun. Jonas laughing—Kate passing out wine glass markers.

We got together in east Henderson at Great Expectations, a boutique wine maker. Great Expectations makes wine for individuals and groups. Kate and Jonas reserved a 54 gallon barrel, which, in time will be our very own BACLV wine. After prior experience and conversations with the Grape Expectations master wine maker, Kate selected the varietals to make a bold yet smooth red wine. In this the Paynes are following the ancient much-loved tradition of classic Bordeauxs, a blend of Cabernet Sauvignon as the base with typically two of Cabernet Franc, Merlot, Petit Verdot or Malbec added to smooth and mellow the tannaitic Cabernet Sauvignon. California vintners are increasingly making Cabernet Sauvignon, Merlot and occasionally Zinfandel based blends in addition to single vineyard or "Terre" bottlings, thus following both European prestige and California mass production practices.

Kate selected the varietals for the BACLV wine. The varietals selected are: 10 parts Merlot, 7 parts Cabernet Sauvignon, 2 parts Cabernet Franc, and 1 part each Petit Verdot and Malbec. Thank you, Kate, for creating a California-like Merlot based blend with traditional Bordeaux flourishes.



Again, more food than anyone could eat. Please take home a doughnut.

Grape Expectations buys the grapes from

West Coast and Nevada growers and sets aside boxes of grapes with the chosen varieties for each barrel buyer.

We met at Grape Expectations on October 8th to crush the grapes. Participants included the Payne's, Klenk's, Johnson's, James', Polk's, and Jonas' parents. We dumped each box of grapes into the crusher's hopper and watched grape juice be pumped into an about 100 gallon tub. Being a red wine, the crushed juice included the skins. When all were crushed, the vintner stirred in yeast and the whole thing was covered and put aside to ferment.



The wine chemist explaining how grape sugar, glucose, eaten by yeast becomes alcohol.



Grapes awaiting their fate.



Is that yuck really going to become wine? The sausage making part of making wine.

We came back on Oct 13th to check on the fermentation. All was well, so on to the pressing. We first inserted cylindrical screens into the juice and skins mixture and sucked out the juice that flowed through the screens. The juice was pumped into the BACLV 54 gallon oak, fire charred barrel. Then the sloppy wet skins were fire-brigade



Watching the men work transferring fermented grape juice to the barrel behind them? Well, no.

bucket transferred to the press. Once in the press, the wet skins were punched with a paddle releasing more juice to go into the barrel. Then pressure was applied. Eventually the remains were hard pressed, damp skins. They go to local farmers as soil amendments.



Sucking wine.



Jonas finishing the bucket brigade.

We now have 54 gallons of very young wine. The master vintner tasted it and pronounced it fine. A breathing bung was added and the barrel was then ready to be placed in the aging racks. We await time and oak to turn our young wine into a great wine. Bottling in the spring awaits.

I expect next year the lucky few will become the lucky many. Join in. We can always arrange for another barrel.

Thank you Jonas and Kate for enrichening our car club into the car and friendship club BACLV is noted for.

SHELBY MUSEUM TOUR

By Hap Polk

How to talk Texan

Anticipating the release of the film *Ford v Ferrari* BACLV members Ken Baker, Phil Menser, the Sandgren's, Wayne Headrick, the James', David Kunde, Pat Klenk, the Williams', Michael Johnson, Jonas Payne, the Polk's, Dave Ogle, Robert Baggs, and Dean Barnes toured the Carroll Shelby International Inc. factory.

Carroll Shelby's iconic presence permeates every aspect of the facility. His influence is palpable. We came to look at cars being converted to Shelby's, but, as with Donald Healey, the cars are inseparable from the man.



Shelby in an early AC Ace derived Shelby Cobra.

Shelby began racing MG TC's but soon graduated to Cad-Allards. The big engine, small car essence of the Cad-Allards inspired the Ford 260, later 289 engines in the AC Ace which by 1962 evolved into the Shelby Cobra. In between, Shelby raced Austin-Healey 100S's and befriended Donald Healey. (They shared a WWII flight instructor background.) Shelby embraced Healey's inspired selection of production parts reincorporated into an affordable sports car. This also led to the Shelby Cobra design. Shelby raced against the Bristol 2-liter engined AC Ace's of the day, thus another inspiration.

All this is why some British car clubs admit the Shelby Cobras, from the AC Ace based originals to entirely U.S. content evolutions, such as the 427's of 1967 on, as fully accepted members of the British car tradition.



Like Donald Healey, Carroll Shelby was a natural



salesman, full of charisma and the ability to charm automobile industry moguls. Surprisingly among them was Enzo Ferrari, well at least for a moment, until Shelby's ambition clashed with Ferrari's conceit and unwillingness to hire Shelby as a F1 driver due to Shelby's life-long heart condition. This condition ended his life in 2012. Shelby's revenge was beating the Ferrari's with an Aston Martin DB1 at the 1959 24 Hours of Le Mans. Later Shelby struck Ferrari again with Henry Ford's GT40 MkII.



Shelby's charm was accentuated by his Texas talk causing guffaws among the industry leaders. Here are some of his putdowns: "He was as nervous as a long-tailed cat in a roomful of rockin' chairs". Or, "He squeezes a nickel so tight the buffalo screams" And the often apropos "Don't piss on my leg and tell me it's rainin'!". Shelby is much like his fellow race driver, Paul Newman with his salad dressings. His chili mixture sells well to this day with much of the proceeds going to his Children's Foundation to pay children's heart disease treatments. Shelby's entrepreneurial spirit knew no bounds. Like



Healey, he built speed boats but unlike Healey, motorcycles also. We BACLV'ers were proud to pay the \$35 tour fee knowing what Carroll Shelby has given to America.



With his heart condition restricting driving, Shelby moved on to car construction. AC agreed to provide Shelby with chassis and bodies modified to accept an American V8 engine, preferably the Chevy 327. GM wasn't interested, but Ford, wanting to get into the racing game was. Thus the AC Cobra was born in 1962. By 1963, the Cobras had evolved to the 289 Ford engine accompanied by suspension and chassis changes. Eventually the Cobras became more and more U.S. sourced as Shelby improved things.

The Ford engine supplier relationship, given Shelby's salesmanship, led to a much broader relationship leading to the Daytona Coupe of 1964, looking much like the later Ford Mustangs. Fifty plus years later Shelby is still a factory sponsored modifier of Ford products.



When Henry Ford was rebuffed from his attempt to buy Ferrari, he in anger and damaged ego, decided to 'bury' Ferrari by building a Ford that would dominate Le Mans. Ford naturally turned to Carroll Shelby. Shelby made a considerable contribution by turning the factory engineered GT40's into racer tested and tweaked fully capable GT40 Mk II Le Mans contenders gaining a 1-2-3 finish. The 1967 GT40 Mk IV Le Mans win saw Dan Gurney spraying the crowd with champagne thus starting an automotive sports podium winner tradition.



Carroll's personal 700 horsepower Cobra.

That success led Ford to ask Shelby to build the Mustang-based Shelby GT350 starting in 1965—Clint Eastwood's Eleanor being the most famous—a relationship, that with breaks, continues to this day and since 2003, in Las Vegas.



The Shelby Oldsmobile.



A modern racing Shelby Mustang.

Shelby enlisted a who's who roster of Southern California engineering minded sports car racers. Their combined talents improved the Shelby breed. They include such luminaries as Dan Gurney, Phil Hill, Ken Miles, Pete Brock, Dick Troutman, Max Balchowsky, Lance Reventlow, and other racers/constructors. Collaborating with these strong minded men earned Shelby the long delayed Automotive Executive of the Year Award in 2008.

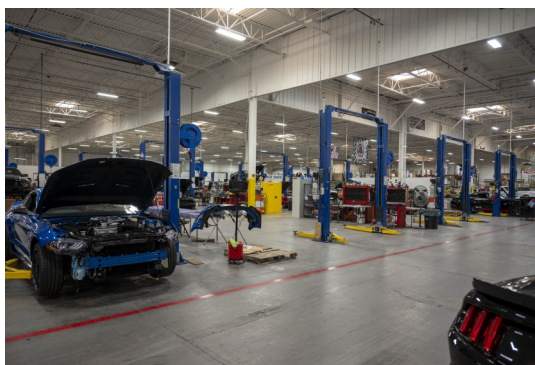
Like many of these type A+ personalities his event filled life was not restricted to his business dealings as his seven wives may attest.

Improving the factory offerings is what drives Shelby International today. We toured a clean factory — American pseudo clean, not German eat off the floor clean — with stations that were stationary, each worker doing what needed to be done, without the 2 minutes and 27 seconds cadence of a modern automotive assembly plant. Quality of design and installation was evident.

Following the Donald Healey tradition, most critical components were selected from supplier offerings, slightly modified to meet Shelby's needs and standards. These include brakes, dampers, wheels, superchargers and turbos, and radiators. Less engineered components, such as fluid caps, brackets, castings, and appearance parts are Shelby American's in-house designs produced by



BACLV members starting their tour given by the Shelby historian, a former airborne Mstr. Sergeant.



Cars come off the Ford assembly line optioned to accept Shelby modifications. They stay at a station for one to a dozen days being modified. Then on to selected Ford dealers per customer order.



A supercharged modification. Shelby Mustangs come with up to about 700 horsepower.

selected manufacturers. The key to Shelby International offerings is the careful, brilliant selection of components joined into a cohesive whole.

Shelby was not Ford exclusive. Ford tolerated Shelby's flirtations with Dodge and Oldsmobile during the late '60s. But eventually Shelby came back into the Ford fold. They have a standing contract with Ford since 2004.



A modern replica Daytona Coupe with hand formed aluminum body. A future race and concours winner and million dollar auction earner.

Today, the Shelby modified Ford Mustangs and pickups, yes pickups, sustain the factory and the Shelby tradition. Over one hundred employees work at the Las Vegas facility.

Modern Shelby products are esthetically reviewed and appreciated by the sports car press and Ford performance affectionaos. They are true tire smokers.

After the tour, we retired to the Yard House for beer and conversation, where we were joined by wives who skipped the tour. All told, a most enjoyable outing. Thanks everyone. Hap

Upcoming Events



Boulder City Cruise Sunday, January 12, 2020 Optional Meet-up at 6:30 AM

Proudly hosted by Aly and Steve Kennedy

Come join your friends of the BACLV for breakfast at **The Coffee Cup** in the Historic District of Boulder City. They have a heads-up that we are coming but there are no reservations at this place in these numbers and Sundays can be busy so we will start early. You can drive up on your own or caravan. **Some of us will meet at 6:30 AM underneath the sign of the Fiesta Casino at 777 W Lake Mead Pkwy, Henderson, NV 89015.**

We can start to filter out at **6:45 AM** to arrive around **7:00 AM** at **The Coffee Cup, 512 Nevada Highway, Boulder City, Nevada 89005.** Let them know you are with our group and they will try and get us closer together but please be patient and relax with an awesome Bloody Mary, as needed. Their Chili Verde is famous and we love it in an omelet.

Just a suggestion, take a Lake drive afterwards and maybe circle back around to the Boulder Dam Brewing company when they open at 11am, if you like. The local bighorn sheep are more common to find in the summer time but you can check out Hemenway Park at 401 Ville Drive, just around the corner, to see you get lucky to view these beautiful animals.

This is a loose itinerary event, so relax and enjoy, but remember to try and beat the usual breakfast crowd. Please RSVP to give us some idea to prepare the restaurant. Looking forward to seeing you.

Steve Kennedy | (702) 755-5758

Aly Kennedy | (702) 232-1788

Individual checks will be issued.

Visit BACLV.net or e-mail vice_president@baclv.net with number of guests by Thursday, January 9, 2020.

2009 Birkin S3

(Lotus Super Seven continuation).

2-liter Ford Duratec engine with F.A.S.T. fuel injection and 5 speed Ford T-9 transmission. (205 hp and 1370 lbs) wide track front suspension, fully independent rear suspension, Wilwood front disc brakes, GAZ adjustable coilovers, original windshield with roll bar, custom windshield with full rollcage, 4-point harnesses, Bridgestone Potenza RE 71R tires (about 400 miles), new battery, oil change, and brake flush. well used tonneau, top, and side doors. \$28,000.00

Rick at 702-2418066



BACLV Event Planning Meeting Sunday, January 19, 2020 at 12:30 PM

**Bring your event suggestions and calendars to the
BACLV Event Planning Meeting!**

Event suggestions from April through September 2020.

Host an event!

- You will receive 500 points for hosting each event.
- If you sign up three months in advance to host an event, you will receive an additional 250 points.

City National Arena

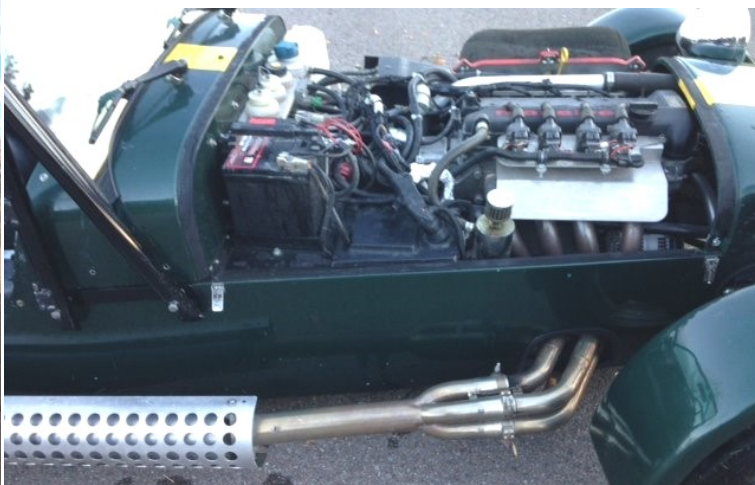
1550 S Pavilion Center Drive, Las Vegas, NV 89135

- | | |
|---------------------|--|
| 11:00 AM – 12:15 PM | Optional Lunch Gathering at on the 2 nd Floor of City National Arena at <i>MacKenzie River Pizza, Grill and Pub</i> . Individual checks will be issued. |
| 12:30 PM – 2:15 PM | Meet in VIP Room A on the 2 nd Floor. Soft refreshments will be available to everyone. |
| 2:30 PM – 4:30 PM | Optional Public Open Skate in Star Nursery Rink B on the 1 st Floor. At the Front Desk, you can purchase admittance at \$10 per person and skate rentals at \$3.00 per pair. |

If you are not interested in skating, you are welcome to watch from the stands or from inside *MacKenzie River Pizza, Grill and Pub*.

Proudly hosted by

Rosie and Michael Johnson



Top 10 In Points Standings

Shope, Jim	8425
Naas, Brian	7175
Klenk, Pat	7025
Williams, Charles	6775
Dowden, Alfred	5850
Kunde, David	5400
Lefler, Jim	4925
Sandgren, Ron	4425
Westfall, Neal	4400
Richards, Vaughn	4075



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EVENTS CALENDAR

December 2019

18th BACLV Board Meeting. All Members are invited (and encouraged) to attend

January 2020

12th Boulder City Cruise. More information to come

15th BACLV Board Meeting. All Members are invited (and encouraged) to attend

18th Sandy Valley Cruise. May be postponed. More information to come

19th BACLV Planning Session at City National Arena

26th General Membership Meeting

February 2020

8th Poker Run and Brunch. **A HOST IS NEEDED**

12th BACLV Board Meeting. All Members are invited (and encouraged) to attend

16th Sweetheart Brunch. **A HOST IS NEEDED**

23rd General Membership Meeting

March 2020

7th Tune and Tech. More information to come

14th St. Patty's Day Rally and Brunch. Brett Harris & Drew Lupson hosting

18th BACLV Board Meeting. All Members are invited (and encouraged) to attend

28th Autocross Racing. More information to come

29th General Membership Meeting



British Auto Club of Las Vegas
P. O. Box 90973
Henderson, NV 89009