

The Spanner



BRITISH AUTO CLUB OF LAS VEGAS



PRESIDENTS MESSAGE
PATRICK KLENK
PRESIDENT 2014



It Isn't Your Mother's Golf Cart

By Pat Klenk

As members of the BACLV, we keep LBC(s) in our garage and daily drivers in the driveway; some may even have a hybrid or full electric vehicle somewhere in the mix. The transformation of consumers' attitudes toward electric cars is changing, and it's being nudged along by the possibility of driving an electric car that offers sleek styling, fuel economy and – power. One company that has stimulated the desire of consumers looking for an economical ride that doesn't put them in a quirky-looking, stodgy electric car is Tesla. I found myself spending a day in one.



I was in Los Angeles on a business trip, one that included touring bars (really tough assignment), with a client who is considering bringing his brand to the Las Vegas market. We were told by our client he'd pick us up curbside - just look for the gray Tesla. Tesla? I'd never ridden in one but had admired from afar, and now I get to spend the day touring LA in one. Shaping up to be a pretty good day.

He pulled up in his gray, S-series Tesla, we hopped in and the discussion veered away from the fine points of the architecture of bars and into the finer points of the Tesla. Not surprisingly, he loves his S-Series. Now you're probably sitting there saying to yourself that this guy is probably some old guy used to driving a Cadillac or Mercedes, so what would he really know about 'real' cars? As it turns out, he sold his Maserati Quattroporte to buy a Ferrari 440, but between the Ferrari and Tesla, he likes driving the Tesla more.



I had been under the impression that electric/hybrids cars were synonymous with quirky, clunky, and obviously designed for a certain consumer, a niche vehicle (though some of the new gas powered cars being imported certainly qualify). Not so with this Tesla at all. The exterior is nicely styled, good flowing lines and a well thought out design from front to back. It has a certain "wow" factor.

The Tesla's interior didn't disappoint, either, as it is well thought out, from door pulls to window lifts. The electronics look like something Steve Jobs would have come up with: a 10x18" touch screen monitor; it's got plenty of leg room, the floor is totally flat (strange to see), the A/C works well, very comfortable gliding around both L.A. freeways and surface streets. It was unique to see the gauges (computer generated of course) read out the speed and then the flow of electricity being used. Then wait, as he slowed to stop for traffic, the car reversed the energy flow and recharged the batteries as well. He can go about 260 miles a day without putting a charge on the car.

Now you are probably asking yourself, "What the heck does this have to do with British cars?" The connection is Lotus. That British automotive designer and builder of cars that is unique. The Tesla Roadster has suspension by Lotus, and it looks like the Lotus Elise, though Tesla says they only have a few parts in common (like the chassis, suspension, body, interior - but only a few).

This isn't a testimonial to Tesla. It is a testimonial to a person that was pretty closed minded about 'electrics' for lots of years finding out that these things are for real. On the freeway, this heavy sedan was able to snap your head backwards with its acceleration. It has the build quality of a Mercedes (my opinion of course, I am sure M-B would disagree), world class styling and over-all fun. I think the biggest problem I saw with the car is the problem of the "distracted driver". More than once we dove from one side of the lane, over into the next lane with a sharp jerk back into our lane because the driver and the computer were having an "interface" problem. Let's see, take the Tesla S-Series and add Google's Self-Driving car and I guess the daily commute may be



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below.

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Summer is quickly
fading.
Time to Prepare your
LBC for the "Touring
Season"

September 2014 Events

Board Meeting ~ TBA

Sunday, 21 ~ Mountain Falls Pahrump Trip
Contact Al Seminatore, Host

25 ~ 28 Triumphest. Santa Maria. Ca
Www.triumphest2014.com

Saturday 27, 10am Wurstfest Car Show
in Boulder City. Details TBA

Fri- Sun , 26—28 British Car Meet, Albuquerque,
NM. Wwww.BAOA.org

Sunday 28th , 9am ~ General Membership
Meeting, Wildhorse Golf Club.

Check out our Website at BACL.V.Org for the most
up to date information on our club.

October 2014 Schedule of Events

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

Saturday, 11, Tune & Tech. Jonas Payne
Residence

Temple Bar Run, TBD
Host Simon James

Board Meeting TBD

General Membership Meeting

Wildhorse Golf Club



BACL.V

Board of Directors—2014

President - Pat Klenk
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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 each month.

Mail correspondence to:

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Henderson, NV 89009-0973

- NEWSLETTER / WEBSITE
- ADVERTISING RATES

The BACL.V has a website online at 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

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



"TRIP TO BEND"

(aka West Coast Austin Healey Rendezvous)

By *Jim Shope*

This year the annual West Coast Austin Healey get together, Called "Rendezvous", was held in Bend Oregon. A beautiful area on the East side of the Cascades on the Deschutes River. I had decided I would drive to Medford, spend Sunday night with family, then motor over the mountains to Bend the following day, which was check-in day.

Early Sunday morning I packed a lunch (Chris actually did it), grabbed some sunscreen, loaded my suitcase and tool kit with some spare parts and took off. Nothing untoward happened



until I ran over a destroyed truck tire coming into the little town of Schurtz, south of Fallon. About a mile later I heard the distinctive noise of a flat tire and pulled over. The left rear tire had shredded, probably from running over the wire on the road and the tire getting low on air. Limping into Fallon, I looked around for a used tire store, since no normal tire store handles the tire I needed. Finding nothing in Fallon, I pressed on toward Fernley. At a gas station, some young folks told me about some tire stores in Fernley. As it was Sunday, I did not have much hope, but did find a tire store where the owners had come down to get some gardening equipment. They found me a tire off an old dune buggy that fit, but of course there was no tube in it. Having anticipated something like this, I ordered a new tube a few days before I left and had it in my tool kit. Rather be lucky than good any day. About an hour later I was on the road again and made it to Medford before dark.



There were about a hundred Healeys at the beautiful Riverside Hotel, which straddles both sides of the river. I recognized a few folks that I had met last year at Tahoe, and we discussed Healeys and the trip to Bend. Everyone was getting registered and picking up their tote bags with schedules, gifts and advertisements, etc. At the get-together that evening the

"Trip To Bend" continued from page 3

Tuesday morning we all motored south about 10 miles to the Sunriver Resort area where the car show was set up. The Healeys were parked by type on a large recreation field. We picked our favorite cars in each type and the winners would be announced at the banquet on Thursday night. I had a great time looking at cars and talking to the owners. Even ran into the guy who bought my brother, Tony's BJ8. Around 2pm we started wrapping it up and headed back to the hotel. I was following a few Healeys into town and saw out of the corner of my eye a large brown mass head directly for my left door. I realized it was a deer that had been hit and thrown over the guardrail. It hit my left rear tire and rolled under the trunk and out behind me. I looked in the mirror and saw it get up and start to walk away. At the hotel I checked my car (*and my shorts*) and discovered not a scratch, just deer hair between the rim and the tire. Again, "would rather be lucky than good".

Wednesday, about half of the cars did a rally out East of Bend into the Prineville area. Beautiful country! Lots of horse and cattle ranches all on irrigated land. Cruised down the Crooked River toward Prineville and saw about a million fly fishermen in their waders casting out into the river. I kept thinking about the movie "A River Runs Through It". Got caught in the rain coming back into town, but refused to put the top up and we (I had a navigator with me) got slightly wet. It rained the rest of that day and the next morning, so I just hung around the hotel and swapped lies with some "goobers" like me. The awards banquet was that night and I did not win any awards. I did get Honorable Mention for deftly avoiding the deer (like I had anything to do with it). Some guy from Phoenix drove his Healey into Bend so I did not win the longest distance driven. Oh well! One owner won the award for having owned his Healey since 1955. Yes, he was *old!*

I left Bend at 4:45 am and was in my house at 6:45 pm. 853 miles from hotel to house! I thought my back would go, but no problems. I really enjoyed the trip in spite of the incidents and the Healey never missed a beat in over 2000 miles.

Looking forward to next time!





Cars & Coffee ~ Swiss Style

by Harald Albrecht

During my recent visit to Switzerland I had the opportunity to experience the Swiss version of Cars & Coffee in Zug; the richest Kanton (State) in Switzerland.



Very quickly it was very obvious that I was in for a real treat, there were so many exceptional cars in rarity and condition like I have never seen before in my life. How about a street legal Bugatti 37c racer from the 1930s or a Lamborghini Miura (the first I have seen in person). There were so many Aston Martins (DB2, DB4GT, DB4, 5 and 6) that I stopped taking pictures after the first dozen. Also there were vintage Rolls-Royce, Ferraris and a lot of other – not only British – cars. The event is held once a month during summertime. The theme of this month's meeting was the Morgan brand. I wish Jonas could have seen all the Morgans (3 and 4 wheelers). Also a big collection of vintage bikes was present.

Continued on Page 6



Cars & Coffee ~ Swiss Style from page 5

All in all, it was a great event for your eyes and your ears. Judging by the many beer stands, I would say that in Switzerland the gathering is more of a coffee and beer festival. The attached pictures give you only a small selection of the 500 to 600 cars that were there.

I enjoyed it very much and I'm looking forward to attend another event during one of my next visits to Switzerland. Maybe next time my friends 1958 Corvette Fuel Injection Convertible will start unfortunately this time we couldn't take the car out as the battery was dead. Shows that not only British cars are temperamental at times.

Harald Albrecht



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1972 Triumph British Racing Green

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BACLV Meeting Minutes

BACLV BOARD MEETING MINUTES July 10, 2014

The Board Meeting was called to order by Steve Kennedy at 6:30PM at Sedona restaurant. The following individuals were in attendance: Steve and Aly Kennedy, Al and Lorene Lindahl and Clara and David Ogle.

Al Lindahl brought up the subject of Club insurance. Pat Klenk, Steve Kennedy and Al are still investigating different insurance options. Currently, it still looks like we will be paying no less than \$1000 a year for insurance in the future.

The subject of supporting a Charity project was discussed. As of now, the Board sees this as a project in which we can add to an event by displaying our cars or possibly doing a club collection of articles needed by an organization.

Al Lindahl distributed a monetary break down of the Club's income and expenditures. The amount we bring in on the membership meeting raffle coincides closely with the amount of money we spend to subsidize events. The Board voted to suspend the raffle for the present. We have a healthy treasury. In the future, if our treasury shows a serious dip, we can discuss resurrecting the raffle. The Board voted to suspend direct subsidization of events. When the cost of the event is determined, the cost should include all expenses per person. If there is breakage, an overage of cost, the Club will reimburse the amount to the event's host. The next Board Meeting will be on Aug 14, hosted by Steve and Aly Kennedy.

BACLV GENERAL MEMBERSHIP MEETING July 27, 2014

Attendance: 36 The meeting was called to order at 9:14AM by Pat Klenk. Pat announced that Bill Wellbaum, Membership Chairman, has fully retired. No other membership news.

Pat Klenk announced that the Board had voted to suspend the Raffle at this time. It can be reinstated if needed as a fund raiser.

Steve Kennedy: Distributed the Celtic show awards to those winners present
License plates: 5 left at \$16 each British decals - \$3

Past Events:

Vintage Bike Nite at the Arts Factory – small showing of our members

Shelby Experience: The tour started at 10:30AM on July 26 and was conducted by the Shelby historian. The 135,000 sq. ft. facility is state of the art and the tour was very interesting.

Bonnie Springs – Beat the Heat is always a good summer run.

Upcoming events:

Aug 16 – Projected visit to the Sun Belt Auto Collection. This is the Jim Rogers collection. More information to follow

The Porsche Club is sponsoring a 9-10 day road trip. More information on our website

Aug 22 – 51's game, \$14 per person, RSVP by Aug 8

Aug 14 – Board Meeting, Sedona restaurant at 6:00PM

Sept 21 – Pahrump Winery Run, \$16 per person, RSVP by Sept 10, Send checks made out to BACLV to Al Seminatore.

Sept 26 – Possible Spring Mountain Raceway, Pahrump, tour.

Sept 27 – Wurst Fest, Boulder City, 10:00AM – 4:00PM

Oct 11 – Tune and Tech at the Payne residence

Hank Spangler discussed his trip to the British Gran Prix and the trip the Morgan car plant.

Treasurer's Report: Start July - \$6900.69 End July - \$6705.54

Hosting events: Let's Step Up! Steve Kennedy and Sandy Lashua will cover the advertisement. When sponsoring an event, the price needs to include all costs per person to the best of the host's ability. No subsidies for events, except the Holiday/Awards party. If any overage occurs, the Club will reimburse the host.

The Club members will start signing a waiver statement when signing in for an event. This is still in the planning stage but it will help keep our insurance costs down. More information to follow

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September Anniversaries

9/3 Dye, Bill & Tami
9/4 Spangler, Hank & Andrina
9/22 Himka, Roger & Bonnie

September Birthdays

9/7 Sue Rowe
9/24 Pat Payne
9/28 Art Guzman



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
\$20,000. cash

EDITORS NOTE

After extensive research for some of my articles, I realized that there are some guidelines that contributors to the Spanner must follow. These are Copyright Laws. I will no longer be able to accept or publish articles that contain text or images gleaned from newspapers, magazines or the internet **WITHOUT** written permission from the original author. If you write an article and /or use your own photos, the article will be submitted in the Spanner under your name.

There has been a misconception that if we give credit to the source, it was acceptable. But under Copyright Law, we must obtain written permission from the original source.

With the many talented members that we have, I do not see a problem. Continue to submit those wonderful pieces of (your own) literature!

Sandy Lashua ~ Spanner Editor



A Trip To England

(Part One)

by Hank Spangler

It was in the evening of Saturday, 5 July 2014 as we sat in a pub in Oxford England and reflected back six months ago when we first discussed the possibility of going to England. The idea evolved from a discussion at Saturday Cars and Coffee and my first attempt at a list of places to go and events to attend was written in January 2014. Three of us, Mike Morine and Richard Rowe and I were enthusiastic and we were open to a fourth but another one never materialized. We decided it would have to be a guys only trip to concentrate on car events and factory tours. Our wives were amazingly supportive. The event list was too long and had to be cut back to something more practical so out-lying places such as Lotus factory and Goodwood Festival had to be eliminated. I had wanted to drive a race circuit where Hunt and Lauda had battled as shown in the movie "Rush" but was willing to do it at a driving school. Then we settled on a possible travel schedule and found out that Silverstone was having the British Grand Prix and that helped to define our trip. The Formula 1 race was scheduled for Sunday 6 July and we had our tickets. It had taken a ten hour direct flight to Heathrow, loss of eight hours in time zones, and an exciting drive in a rental car and we were there. After the race we were going to tour Oxford, have dinner and spend a second night at Norman and Lisa's "Heather House" B&B and then follow the rest of our plan.

We would leave the B&B on Monday morning and head south to Abingdon to visit the world headquarters of the MG Car Club, swing back by the Mini Plant in Oxford which we knew would be closed that whole week, and head north to Gaydon to the Heritage Museum which had some of the most significant cars in the world. The Aston Martin plant was also nearby but one had to be sponsored by their salesperson to get in so we would spend the extra time going to Stratford Upon Avon, home of the bard, William Shakespeare. We would spend two nights at Gaydon's Church Hill Farm, a 400 year old B&B home in the country. Then on Wednesday we would follow several motorways south and west to Malvern where the Morgan factory is located and were scheduled on a morning tour. After a pub lunch we were to head north to Birmingham and Castle Vale and check into Castle Bromwich Hall for two nights. The hall was built in the 1500s and rumored to have a few ghosts. This would be our base for a scheduled tour of the Jaguar factory and a trip to Coventry to their Museum of Transportation. Then on Friday we would shift our interest to aircraft by driving to Cambridge and visiting the Imperial War Museum and the American Air Museum. After a night in a hotel there we would head to London, turn in our car and spend our last night at the Holiday Inn. Mike and Rich would have time to use the public transport and take a tour of London. We would return to Las Vegas on Sunday, 13 July, after another ten hour flight but we gain eight hours.

The Race- We had been to many races but none of us had been to the big one: a Formula 1 Grand Prix. It was definitely on my bucket list. This one was sponsored by Santander banks, held at Silverstone circuit. F1 is as much about the manufacturers as it is the drivers but there's always some controversy and rivalry and this race was full of that. Lewis Hamilton had eight seasons under his belt and a world championship in 2008 but had recently left McLaren and joined Mercedes. He was in a battle with his own teammate Nico Rosberg who won the last race and was defending champion at Silverstone. Nevertheless, the crowd considered Lewis the hometown favorite and cheered madly every time he roared by. I favored Jenson Button with McLaren due to allegiance to my mother-in law, who was descended from the clan McLaren, but had no bets down. We did see some Button fans dressed in Button shirts. The course is the second longest in the GP series at 3.7 miles and lots of turns. The cars are similar to the US Indy cars but use 1600cc engines (same displacement as my MGA) and scream by at 15,000 RPM and 200 MPH. Twenty cars started the race. There was some pre-race pageantry with a proto-





(Continued From Page 10)

The rest of the race went well, specially for the English fans as Lewis passed Nico when his gearbox failed and came in for the win. We walked for miles getting around the course but spent most of our time near the end of the long straight which explains why we didn't get many photos of the cars. Panning on a 200 mph car doesn't catch much of the car. The crowds were huge but our close-in parking pass let us out without much delay and we were on our way back to Oxford quickly.

Oxford- It's a college town with massive ancient buildings that still look new. Oh, there was a small amount of graffiti but mostly in Latin so we considered it on a higher level than others. Banners for classical plays abound on all fences. The colleges are distributed around the campus to make up the University. One of us did test the security of one school and got challenged immediately. Having a meal there is expected to take some time and becomes an event. We used the bus system and had less than 15 minutes wait for any bus. It took us longer to figure out the correct change so we developed a tactic to hold out an open hand full of change and they took whatever they needed. I wonder what would happen if I did that in New York City. I took a box of chocolate million dollar casino chips to give to people who were particularly kind and went through them quickly.

Abingdon- We knew the leader would be gone on holiday but had expected to meet some old timers and have a chat about MGs when we got there. Didn't work, as only one employee came down from the upstairs sanctuary and he was new to the club. The display area was interesting but small. There was a "new" MG in the parking lot which is actually a Rover sedan built in China with final assembly done in Longbridge and an MG badge tacked on the trunk (boot). I gave them (him) copies of the 'Spanner" a BACLV lapel pin and cards with our website address but detected no enthusiasm. It's primarily a sale order house for MG memorabilia. We took photos of the famous window where Cecil Kimber sat and looked over the MG factory but the buildings have been converted to apartments, ironically on Cemetery Road. We also stopped by the Mini factory in Oxford just to get a photo op under the sign and check out the sales order store but it was also closed. Mike and Rich concluded it would be easier to mail order over the internet so we kept on trucking up the motor way to Gaydon.

Gaydon- We checked into our second B&B at Church Hill Farm. The owner, Sue, was also a gracious host and made us feel at home in her 400 year old farm house. The door to my bathroom was set under a huge beam that sat only 5 feet off the floor. We certainly have gotten taller over the years and I exercised great caution during the night. The grounds were many acres of rolling green hills and ponds. Her stables were on a separate parcel. Antiques were everywhere and we had to guess at what purpose they might have served.



Who says an "LBC" has to be little? Bill Goodmans 1994 Land Rover fits him just fine!



British Auto Club of Las Vegas
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