

The Spanner

BRITISH AUTO CLUB OF LAS VEGAS



PRESIDENTS MESSAGE PATRICK KLENK PRESIDENT 2014



".....a genuinely beautiful car and made a great grand tourer for up to four passengers – assuming they didn't mind spending half their day waiting for a breakdown truck when the inevitable happened."

The world's Worst Cars, by Craig Cheetham, 2007, page 62

Why, what earthly reason is there to do this to ourselves?

In the past several decades, well actually about four, while spending way too much time under or on top of these little British beasts I've asked that question. Now finding myself in the position of co-president of the British Auto Club of Las Vegas, I will ask you – why? What is it about the British automobile that has afflicted me, has afflicted you my friends? I have spoken with most all of you, and you all seem pretty normal sorts of people of average or above average intelligence and yet we are determined to inflict pain upon ourselves.

Because architecture (my daytime job) isn't quite as busy as it once was, I've poked around a bit to see what it is about the British car that makes it different, and more importantly, what makes us different. Why, why do we do this to ourselves?



There is something to being "British" and perhaps Martyn Goddard said it rather nicely in his article for the BBC Auto of March 21, 2013 when he wrote:

"British automotive marques are an extension of the nation's class system and style. Whether conjuring the leather armchairs and wood paneling of a gentleman's club or the naked mechanicals of a locomotive, they echo the singular, manic ambitions of the engineers who realized their dreams – however remote or eccentric these may have been. Rare is the British car built with the mass market in mind, and that tendency has had lasting effects;..."

If you drive an Austin Healey 3000 Mk. III or a McLaren P1 you are driving a British car by the definition of Mr. Goddard. The differences are simply years and sophistication of engineering for the year it was built. Neither car is less eccentric by the prism of its day; both are quintessentially British. Both are beautiful pieces of engineering excellence – for their day.

See **PRESIDENTS MESSAGE** ~ Continued on page 6

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February 2014 Schedule of Events

Feb. 9th Sweetheart Brunch
See back page

Thursday, Feb. 6pm, Board Meeting
Triple 7, Main Street Station

Sunday, Feb. 16, 9am Tune & Tech
Host: Andrew Lashua, 745 Barnegat Bay St.
Henderson 89052

Sunday, Feb. 23rd. 9am ~ Membership Meeting , Wildhorse Golf Club.



March 2014 Schedule of Events

Saturday, Mar. 1st. Driving Event—TBA

Mar 15th St. Pattys Rally Hosted by the Mini Club
More info TBA

Thursday, Mar. 20, 6pm, Board Meeting
Host & Location TBA

Sunday, Mar. 30, 9am Membership Meeting
Wildhorse Golf Club, Warm Springs, Henderson



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

NEWSLETTER INFORMATION

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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 15th**

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- **ADVERTISING RATES**
-

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BACLV

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The Italian Connection

By Terrence McKillen, Submitted by Pat Klenk

Although the automobile industry has employed countless millions of people and thousands of car models have been produced over the last century or so, it is remarkable that only a handful of people have had a really significant influence on the fate of the business. The single most important attribute in the auto business is probably that of design and aesthetics. At the end of the day, perhaps only a few dozen individuals have actually shaped the destiny of car design. One such individual was Giovanni Michelotti.

In a December 1978 speech delivered in Rome conference organized by the Italian Order of Architects, Michelotti stated that the "designer has a very delicate task which is to dress up a car and the car is always comprised of four wheels, a steering wheel and an engine. As a designer, you need to know how to move these components around to create a car which will be accepted by the public."

Michelotti's name is pretty much synonymous with almost all of the post-World War II Triumph offerings. The Italian born Michelotti was unquestionably one of the most prolific sports car designers of the 20th century. Outside of the Triumph group, Michelotti was associated with other European marques such as BMW, Ferrari, Lancia, Maserati, Renault, DAF and Volvo. He was also associated with truck and bus designs for Leyland Motors and British Leyland. Although dominantly focused on European marques, Michelotti was also a pioneer in design work for Japanese automakers as they geared up to attack European and North American markets in the early 1960's.

Born in Turin in 1921, the son of a coachbuilder, Michelotti is arguably one of the least well known designers despite his prolific achievements. He remained independent throughout his career which took him from the role of apprentice with Carrozzeria Farina (now Pininfarina) in 1936, at the age of 15, to a partnership with Carrozzeria Alfredo Vignale, before opening his own design studio (Studio Technico e Carrozzeria G. Michelotti, Torino) and taking on work for other design houses such as Bertone and Ghia. During his career he designed more than 1,200 cars. One year at the Turin Motor Show, more than thirty of the cars on display were of his design creation, spread over several marques.

It was Harry Webster, then Director of Engineering for Standard-Triumph Motors, who through a chance meeting was introduced to the mercurial little Italian and signed him up in 1957 as a consultant to the company and thereby ensured that a new generation of Triumph would have significantly more flair than their predecessors. Michelotti had a reputation for working best under tight schedules, and could often come up with a sketch for a whole new car design in as little as half an hour, frequently worked out on a table napkin or menu over dinner with Webster who would regularly drive from Coventry to Turin and back in a weekend to confer with the maestro.



From 1957, "Miche," as Webster affectionately called him, was responsible for all new models produced by Standard-Triumph, starting with a facelift to the Standard Vanguard and designing the Triumph 2000 Coupe, the latter based on the TR-3 chassis and mechanical components although the car was manufactured by Vignale in Italy. This was followed by several attempts to create a successor for the TR-3 while at the same time rescuing Triumph's new saloon car project – Zobo, which became the Triumph Herald. These efforts included the famed TR-3 Dream car prototype which was resented at the Geneva motor show in 1957. However, the concept car turned out to be more luxurious and consequently more expensive than Triumph was willing to consider for a new production model by it did provide a platform for the TR's future.

In due course, the TR-4 emerged and although the chassis came from the TR-3, handling for the new roadster was improved by three-inch wider tracks and a switch from cam-and-lever steering to more precise rack-and-pinion steering but the pressed-steel body used by Michelotti was the car's most important feature. It had a stylish full-width shape and broke new ground for a sports Triumph with wind-up door windows and a novel hardtop as well as an optional 'Surrey' or 'Targa' top, the latter often assumed as a Porsche invention from 1966 but in reality a Michelotti concept from five years earlier.



Almost all of Triumph's 1960s and 1970s offerings can be credited to Michelotti's designs, including the Herald (introduced in 1959), Vitesse, Spitfire, GT6, TR4, TR5/250, 2000, 2500, 1300, 1500, Stag, Toledo and Dolomite. The only Triumphs after 1960 that were not his work were the TR6 and the TR7/8 as well as the Honda based Acclaim. At the time of the TR5 re-design requirements for the TR6, Michelotti was too involved in other projects to cope with the short time line required by Triumph but in 1979, Miche was responsible for the re-design work on the TR7, removing the roof to create the more successful roadster model. Following the merger with British Leyland, Michelotti also undertook a facelift of the BMC 1100. And designed the Australian built Leyland P76, often referred to as Australia's Edsel, as well as the Leyland National single-deck bus. He also produced a proposal for the Triumph Puma-Rover P10 project which subsequently was renamed RT1 denoting Rover-Triumph, to signify that this was a car that integrated both Triumph and Rover engineering and which eventually led to production of the Rover SD1 model.

Michelotti also created a number of Triumph prototypes which did not go into production, such as the Fury, the Lynx, the Zest and the Zoom, as well as the BLMC ADO70 and SADO74 prototypes, both Mini-based designs and the P82 intended to replace the Morris Marina for Leyland Australia. The triumph Fury was a very interesting two-door roadster design exercise carried out in 1963. It was based on a monocoque body using components from the Triumph 2000 saloon including the 2.0L 6-

BACLV First Run of The Year

The Boulder Dam Brewery Pub

Written by Alan Bowman (Event Host)

Photos by Sandy & Andrew Lashua



BACLV's first activity for 2014 was a run to the Boulder City Brew Pub.

As usual it was well attended with over 30 members, 6 LBC's and 4 Triumph motorcycles and riders showing up.

Although the seating was rather spread out everyone was able to mingle and visit. The food and beer was good, the company outstanding.

The real value of events such as this is the chance one gets to say hello to old (not always literally) friends and meet new friends.



Presidents Message

Due to a printing error, this is reprinted from the January Spanner.

The BACLV, a Hydra of car clubs, a multi-headed monster that has sprung from the quaking bogs of the British Isles only to infest the desert lands of the New World. Its spores emanating from lives living and long past. The twisted minds of Healey, Chapman, Tyrrell, Damlier, Ford and so many lost souls who live on yet to meet the silver bullet of time and industry. Is this an illness that courses through our veins, to sit for time infinitum, until we are dust, the subject of the undead. For some, their beloved (or not) mate is infected with this disease. They look at those that are with pity and scorn and at best tolerance. Those that find the mind torn asunder, consumed with a passion and thirst for cold steel of a mindless machine of danger and death, there is but one; there is but one satisfaction to lay the soul to rest ~ the "Little British Car".

This is it, the vision for the year to come. An inclusiveness that represents who we all are. The British Auto Club of Las Vegas is unique among the car clubs in the valley because we cut across all demographic lines. This provides us with the ability to speak to may like no single marque club can do. The BACLV by our Mission Statement is "...of British automotive sport." Old or new, gas or electric, GM or AC, 1913 or 2014 ~ they all have that British spirit that will just not die.

BACLV members are not Zombies, and we do not want to be the mindless creatures wandering aimlessly through time. For 2014, Margaret and I want to call upon the significant talents, the knowledge and this diversity of the British Auto Club of Las Vegas. We have an advantage over the other "exclusive" clubs in this diversity and we want to explore and exploit it. We want to celebrate what we have. We look at our members, our cars and we see an endless supply of expertise, style and lore. Though we cannot be all things to all people, we can provide the outlet and opportunity to explore many things and provide the membership with the connections and source for their interest. We are not just a "social" club, not are we just a "car" club. We are both and this year we will try our best to provide the balance of both. We don't believe that it is simply a matter of numbers. The people at the membership meetings is up, but the number of people at the parties is down.

No, it is offering you, the membership, the opportunity to explore what you are interested in. If your life is cars, come to the car events, if you are into the social, we have those, if you are into the tech, let's look at that. We would love to have the entire membership at every event, but it isn't going to happen. We like British cars, old and new. We like talking about them, driving them, working on them and having fun with the people that share that quirk of nature, so let the Club help promote your interest. Margaret and I will be reaching out to you for your thoughts... so watch our for the Zombies.

Margaret and I have a tall order to fill having to step into the shoes of Kate and Jonas Payne. There is little doubt that we will have much to do to keep the club moving forward as it has done. The two of us will try our best to meet the bar that Jonas established (no matter which bar that may be). We are very fortunate to have the people on the Board this year that more than make up for our shortcomings. People like Steve "Can't Get Enough" Kennedy, a true gentleman who brought a different dimension to the club a few years ago and has been gracious enough to step up for another round as VP. Al "Not in the Budget" Lindahl is always there to let us know where the ownnies sit with an accountant's eye on the ROI as Treasurer. Clara Ogle, Club Secretary, will be around with her yellow pad taking notes telling us what we really said, not what we thought we said. Joining us for this year is Mark "Fresh Meat" Newbold as Officer-at-Large (don't worry Mark, we will be nice to you ... for awhile). These are the people that have volunteered to serve you in 2014 along with the help of Bill Wellbaum doing Membership, Jim Shope taking your money for the Raffles. And to Sandy Lashua, thank you for another year with the Spanner. We speak on behalf of the Board in saying if you have any thoughts, suggestions or comments about what the BACLV is doing, tell us if they are good, if they are areas we can improve, we want to hear them, and if it is a disaster ~ Jonas did it.

And help keep the Club growing in more that just numbers, think quality and content. Don't become a Zombie.

PRESIDENTS MESSAGE ~ Continued from page 1.

When I went to the Dark Side and bought my Lotus Elise there was no “bullet to bite”. What I found was that expression of the “*manic ambitions of the engineers who realized their dreams*” to provide a unique, exhilarating and downright fun ride. A ride I get to enjoy every single day during the year. The fact is that sometimes we have to spend hundreds of hours un-der the car so we can simply spend some time in the car driving it, getting to know what a British car is that much better, and what for their part the “maniac engineers” were doing to overcome the class struggles (Wait, what did he say?). I would bet that not one of us, whether we drive a Morgan or Aston-Martin, an Austin-Healy or Lotus, knew we were sharing in the never ending class struggle of the proletariat’s determination to achieve class recognition in the United Kingdom. And you just thought you were having fun driving your little British car.

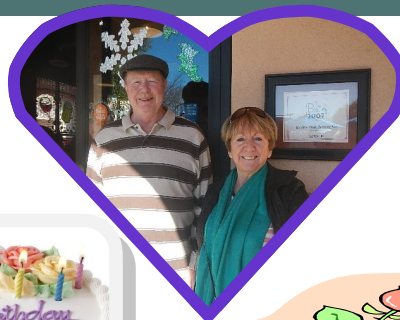


As I write this I am sitting here saying to myself “why have I dragged around my 72’ Triumph Stag for the past eight years (yes on page 62 you will find the Triumph Stag in glorious color and detail)? I’ve invested time and money in a bit more of the eccentric British engineering and have to ask “is just plain bad or am I just brain dead?” The car has been named to more than one list of the World’s Worst Cars. Now I know why – there is socially redeeming value to the British auto. We have achieved significance to society. Stand and be proud and say it aloud.

P.S. - Go to <http://www.bbc.com/autos/story/20130320-ten-quintessentially-british-cars> for some great pictures and commentary by Martyn Goddard. Two of Goddard’s photographs are included here.

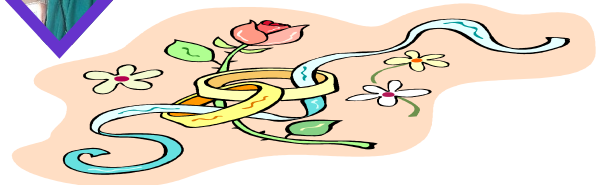
February Birthdays

2/1 Sandy Lashua
2/1 Lorene Lindahl
2/4 Beryl Masters
2/7 Kartrina Nicosia
2/7 Gary Payne
2/8 Angelo Gurreri
2/13 Clara Ogle
2/13 Pilar Wellbaum
2/22 Hap Polk



February Anniversaries

2/10 Lane, Jim & Joyce
2/14 Payne, Pat & Gary
2/14 Wellbaum, Bill & Pilar



Remembering Kay Petre

Kay Petre (born Kathleen Cord Defries on 10 May 1903 in Toronto Canada) was an early motor racing star. She moved to England in her twenties where she married aviator Henry A. Petre in 1929. She became interested in racing cars and started racing in a Wolseley Hornet Special. However, she was most successful in a series of Rileys. She finished ninth in the 1934 Mountain Grand Prix at the legendary Brooklands oval in a Riley 1.5 against tough competition. Her first visit to Le Mans was also in 1934 where she and Dorothy Champney finished thirteenth in a Riley Ulster Imp. Between 1934 and 1936 Kay was a regular at all the big British races including the Brooklands 500, plus sports car races at Donington Park and Crystal Palace. Kay became known as “Queen of Brooklands” for her speed and driving talent. In 1937 Kay traveled to South America for the Grand Prix season with her Riley.

She drove in three Grand Prix, scoring a sixth place in the Grosvenor GP at Cape Town. In September 1937 her career ended while driving an Austin Seven during practice for the Brooklands BRDC 500 mile race. Reg Parnell misjudged an overtaking move in his MG, lost speed, slid down the banking and hit Kay’s Austin Seven from behind. She crashed and was seriously injured. Years later she went on to design fabric patterns for the interior of the Mini as well as becoming a motoring journalist for the *Daily Sketch*. She passed away 10 August 1994. In 1995 she was inducted into the Canadian Motorsports Hall of Fame.

Happy Motoring...Ron Couturier
Technical Editor

Sources used for this article:

The world of automobiles-Orbis publ. Ltd. London, 1974,
vol.14 p.1672

www.wikipedia.org/wiki/Kay_Petre

<http://cmhf.ca/kay-petre/>



Kay Petre with an Austin Seven Grasshopper in 1937

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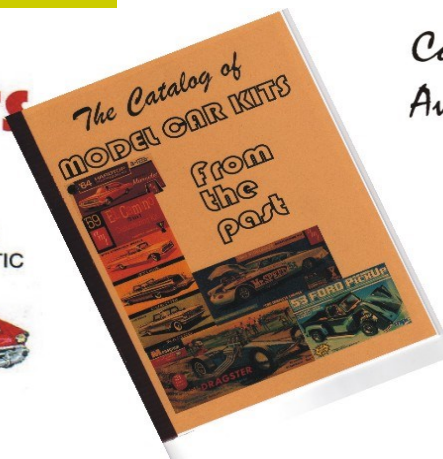


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Suspension has all been rebushed. The car is garage kept.

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Please call or email Stephen Carleton for more info

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





FOR SALE: 1980 MGB Pageant Blue Roadster -

56,000 original miles, engine is in good condition with a Weber carb conversion and it drives without problems. Paint is in good, original condition w/ a solid body and no signs of rust. Has newer tires and a non-standard cloth interior. This car was owned by a former (now deceased) BACLV member. We know it was meticulously maintained and shown at club functions. Using the Hagerty price guide, this car appears to rate a solid condition 3 with some attributes of a condition 2.

Other photos are available via email. Price.....\$10,500.
Contact Jim Inman @ (508) 272-9500 or jimnangallery@hotmail.com

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The Italian Connection Continued from page 3

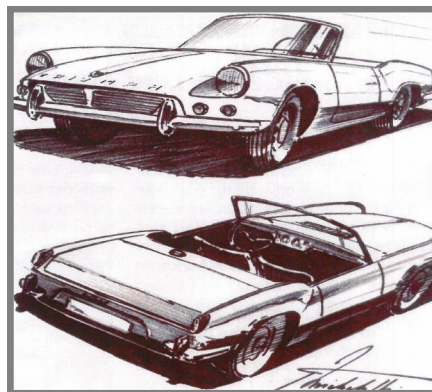
Unfortunately, the Fury lost out to the TR5/250 and the TR6 series which continued with the separate body on chassis construction. It appears that the main consideration for Triumph in sticking with the separate chassis construction was to facilitate the complete knockdown format (CKD) for assembly in overseas markets and the ability to quickly interchange body styles on the same rolling frame.

Not long afterwards, Michelotti went on to construct the Stag prototype following the same basic design inputs considered for the Fury. The design was initially conceptualized back in 1963 as an independently conceived project which Michelotti hoped to exhibit as a concept car at the 1966 Turin Motor Show but Harry Webster, with a keen eye for expanding sales in the crucial North American market, officially adopted it for development by Triumph, although it took a further four years to complete. The Stag was arguably Triumph's first attempt to enter the luxury car segment and although the term Yuppie wasn't coined until the 1980s, it was Triumph's hope that the Stag would appeal to the 'younger executive' who was ready to move on from a two-seat sports car to something more luxurious and refined that could also qualify as a family car. In a sense, Triumph had already tested this market segment through the Vitesse 6 convertibles as far back as 1962.

The prototype had a shortened wheelbase from the Triumph 2000, a roll bar and concealed lights. It was equipped with a 2.5 liter 6-cylinder engine from the TR which, of course, did not carry through to the production model. However, the final design result was a very stylish four-seat (2+2) convertible with removable hard top. At the time, such cars were not particularly common among British or for that matter, European manufacturers. The Michelotti design received immediate approval from Triumph's board of directors who ordered that the styling lines from the Stag be adopted for the revised Triumph 2000/2500 Mk II saloon and estate models being planned which reached showrooms in 1969, ahead of the Stag, leaving many people to erroneously conclude that the Stag design was copied from that of the Mk II saloon. The same familial design concept was later carried over in the turn for the Spitfire Mk IV and GT6 Mk III models as well as the T1300/Toledo/Dolomite saloons.

The original Michelotti styling of the Stag created some issues. For example, the headlights on the prototype were hidden behind slatted doors that slid electronically on tracks. Cold weather testing indicated that the sliding mechanism was prone to freezing and was thereafter abandoned for regular exposed lights. Although this saved some money, there was no way to economize through the sharing of body panels with the saloon models because of the unique front and rear ends and the two-door, short-wheelbase format.

As part of the refinements in the competition with Mercedes, a fully adjustable steering column was added, which later led to difficulties in complying with U.S. safety regulations. More serious engineering problems encountered were structural floppiness and scuttle shake. The torsional stiffness of the saloon car body disappeared in the convertible and the only available solution was to join the A- and B-posts with a torsional box across the top, giving the Stag an effective superstructure "hoop" with a T-bar brace to the windshield header. Although an engineering necessity, it was also considered to be an advantage in meeting anticipated U.S. safety regulations for convertible cars.



During his career, Michelotti introduced a few cars under his own name, including the Fiat 127-based "Every", a luxury version of the Daihatsu Taft and the 'PAC', a one-off city car prototype, based on the Daihatsu Cuore. He has a close association with BMW starting with the BMW 700 coupe in 1959. In 1961 he introduced the successful Neue Klasse or New Class series of designs of which the most notable was the BMW 2002. Michelotti also worked with the Dutch automaker DAF, starting in 1963, when he redesigned the Daffofil 31. The DAF 44, in 1966, was a completely new design from his drawing board and he also helped form its later derivatives, which following the 1975 takeover of DAF by Volvo, culminated in the Volvo 66. He was also responsible for the DAF 55 Siluro coupe prototype revealed at the 1968 Geneva Motor Show.

In addition, he completed designs for other European marques such as Ferrari, Fiat, Lancia, Maserati, Renault's Alpine marque, and even the occasional contract for Jaguar and Ford, as well as for Japanese manufacturers Nissan-Prince, Hino and Daihatsu. The Reliant Scimitar SS1 was his last design to reach production, although posthumously four years after his untimely death from cancer in 1980.

In a 1977 interview with Italian journalist Clelia d'Onofrio, Michelotti was asked which of his designs was his favorite. He immediately responded, "The [Triumph] Spitfire, as it has been in production for fifteen years but I designed it in 1957." Actually, the production of the Spitfire continued until 1980, a spectacular run of 18 years. Not only was the Spitfire one of the most popular cars by Giovanni Michelotti, it was clearly the car that gave him the most satisfaction, and perhaps it will be remembered as the maestro's masterpiece.

Micho's son, Edgardo, together with other enthusiasts in July 2001, on the eightieth anniversary of the birth of Giovanni Michelotti, founded L'Associazione Registro Storico Michelotti (www.michelotti.com) with the goal of establishing a record of Michelotti designed cars still in existence around the world, as well as to organize cultural events around such cars. Membership of the Association is open to any owner of a Michelotti designed car.

Michelotti's twenty-odd year association with Triumph resulted in the creation of almost all of the models that we hold so dearly to this day. His sports car designs provided fun, exciting, affordable top-down motoring for the mass market and contributed greatly to the creation of the 'car enthusiast' hobby that we continue to enjoy forty to fifty years on. Most classic car owners would agree that, leaving engineering developments, the unique timelessness of Michelotti's styling designs can still hold their own against almost anything created subsequently.

Sweetheart Brunch

February 9, 11am

Bring your Sweetie!

Location & Info will be announced by e-mail.

RSVP to Margaret Klenk (mwsharp2009@yahoo.com)

or Irene Albrecht (littlr@cox.net)



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