



# The Spanner

The official newsletter of the British Auto Club of Las Vegas



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**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.

**President's Message**

**By Jonas Payne**

It's been a busy summer so far at the Payne household. My oldest just returned from her 1<sup>st</sup> year at college and at the age of 19, finally got her driver's license. My son has had his learner's permit for about a year now and although he has proven to be adept at being able to drive a variety of vehicles, has not yet scheduled his driver's exam. Last but not least, my youngest daughter obtained her learner's permit last week. All 3 of my kids are now driving.

Many of you have heard the stories know that my son Cole had wrecked 3 cars before he was 5 years old. The first of these occurred at the construction site I was managing on the Big Island of HI. I decided it would be a nice break for Kate if I took all 3 kids (aged 5, 3 and 2) to the jobsite and gave them a ride around in one of the golf carts we used to get around the site. Tour completed, I was putting the youngest in her car seat, and while my back was turned, Cole managed to put the cart in drive and jettisoned away with his oldest sister as a passenger at high speed. The joyride was cut short when they ran head first into a portable toilet, knocking it over and bringing the cart to a halt. The only injury being the job johnny.

The second accident occurred in HI in my Morgan Plus 4. The Morgan had a starter button that engaged the starter, the ignition only provided power to the distributor. As a result, without an ignition key, one could engage the starter by pushing the starter button and drive the car on electric power. Cole managed to drive the car about 20 feet forward from the driveway into the garage, where it was stopped by a workbench. Cole was fine, but the workbench suffered terminal injury.

The last of these accidents occurred in my Morgan Plus 4 in Las Vegas when Cole was 5. Cole managed to not only solve the mystery of the Morgan "fly away" hand brake, but also managed to get the car out of gear. The car then rolled backwards down the street, coming to rest in the tender embrace of our Ford Expedition.

Given the history of my children's driving exploits to date, one would think I would approach their driving with great fear and apprehension. This is not the case, the fact of the matter is that I want them to drive very badly, and not only because I want them to leave home as quickly as possible, although that is true.

The fact of the matter is that I would like them to enjoy the freedom and enjoyment that driving represents. Despite the fact that they have little or no interest in my LBC's, there is still

much to be said about being able to put some gas in the tank and head off on an adventure, and the freedom of being in control of where, when and with whom you are going.

Unlike when I was 16, and obtained my license on my 16<sup>th</sup> birthday, getting my children excited about getting their licenses has been an uphill battle. This same issue has been voiced to me by dozens of parents in the past few years. I don't know what the cause is, but apparently the rate of teens and young adults obtaining driver's licenses is at its lowest since before WW 2, which is essentially the beginning of "modern" motoring in the sense we know it. Perhaps with the world at your fingertips on your mobile phone, and the advent of ride hailing services, the freedom and lure of the open road may not be what it once was. Given how much I enjoy cars and driving, I find this to be most disappointing.

Not all is gloom and doom however. Despite the uphill push to get my oldest daughter to get her license, and her reluctance to do so there have been some recent events that lead me to believe all is not lost. She took her sister and a friend out to dinner the other day, all three having a great time. The other day at dinner, she had an epiphany and actually said out loud "I can drive somewhere and go on a hike or go camping". Like "Green Eggs and Ham", perhaps driving is something they will come to enjoy once they have had a taste.

**Board of Directors 2018**

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**EDITOR'S NOTE—A special thanks to the many BACLV members who contributed articles and photos to the Spanner. Your contributions are much appreciated, and needed. Thank you all. This month an extra special thanks to Brett Harris, Ron Couturier, and Clara Ogle for hosting and writing about events. And to Jonas for keeping us entertained. Pat & Hap**

*Cover: 1935 Jaguar SS100 (Swallow Sidecar 100mph). This car was the first SS to carry the Jaguar name. Engine converted to overhead valves by Harry Weslake to give 100 hp and 100 mph. British Motor Museum collection*

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.*

## June Birthdays

Barry Lagan	Jim Turnwall
Jeri Williams	Donna Saunders
Jim Lefler	Wayne Headrick
Steve Kennedy	Shelley Szekeres
Drew Lupson	Linda Hanley
Rosanna Johnson	Al Lindahl
Daren Saunders	Roxane Rosberg
Fran Maioran	

## June Anniversaries

Barry & Jill Lagan
Richard & Susan Rowe
Allen & Susie Rosoff
Deborah & William Madan

Missed your Birthday or Anniversary or have the date wrong? Please email: [baclvspanner2017@outlook.com](mailto:baclvspanner2017@outlook.com) so we can update our list.

## From the Editor's Desk

Pat Klenk & Hap Polk

Driving a product of culture.

What distinguishes a British car? Why is it identifiably British rather than French or German or American?

We celebrate British culture in the British cars we drive. And sometimes we suffer through British peculiarities exhibited in their cars. Is Lucas really the Prince of Darkness, or is that a myth when compared to Magneti Marelli or Bosch? Each manufacturer reflects its culture. Do British automotive devices have a certain rugged simplicity as opposed to finesse and precision and persnicketyness? Why do Brits consider a broken bicycle spoke an automotive repair tool? Why did the Brits develop arguably the most effective thread form with the Whitworth thread, but failed to make it the world standard? Why did they specify wrench sizes by the diameter of the bolt and artillery caliber by throw weight? So many questions.

Do other countries who led automotive design have their own set of peculiarities? Sure. Such is culture.

Examples abound:

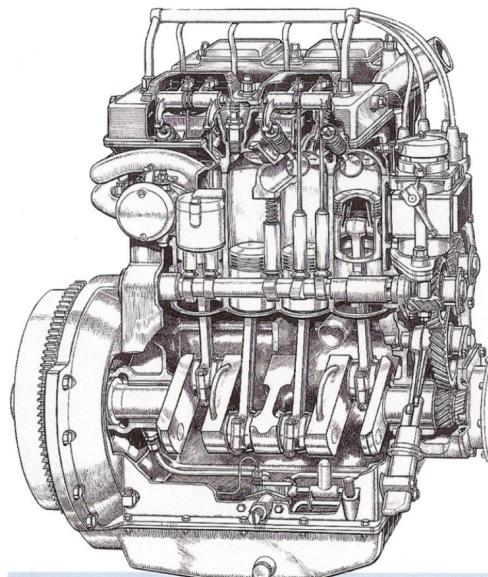
Mercedes Benz bought design rights to the General Motors Hydromatic transmission. When they built it with their characteristic German precision, it would not work. The GM engineers had built into the Hydromatic hydraulic circuitry feedback loops and pressure reliefs that depended on sloppy manufacturing tolerances.

When Allison tried to build the superb Rolls-Royce Merlin aircraft engines, something the Scots did with ease, Allison had to redraw all the design specifications to avoid the hand-fitting the Merlin engine required—in so doing Allison brought the cost down from \$25,000 in 1942 dollars to \$8,500 by 1944. Culture again.

So, how is British culture evidenced in British cars? Take any McLaren. Wow, do they exhibit the British penchant for technical wizardry—wizardry from the Vauxhall through the BRM, the Coventry Climax fire pump engine, most Harry Weslake and Colin Chapman designs, through the Aston Martins, all the way to the surprising fact that the current Mercedes Formula 1 engines are manufactured in Britain. How does that compare to British Leyland using 1930s tractor engine designs up until the

1980s? Technical wizardry coexists with pedestrian-is-fine because its cheap. Are there two Britains? Well, yes.

Sometimes the two Britains cohabitated. The Riley engine shows that peculiar marriage. Avoiding the complexity of dual overhead camshafts, the Riley engines have two in-block camshafts, high up, one on each side of the block, driving pushrods and rockers in the classic 90-degree included valve angle hemispherical combustion chamber found in DOHC designs. Technical wizardry in DOHC design accomplished by cheap, in that it avoided expensive DOHC cam drives. Wizardry meets cheap creates peculiar. Philosophy students might see a parallel to Hegel's formulation—thesis, antithesis, synthesis.



A Four-Cylinder Riley Engine

Donald Healey shared the cohabitators' philosophy and practicality. His first cars used the Riley engine. But they were heavy, and more importantly, expensive. So he looked for a cheaper engine. Ever an entrepreneur, he found one while transiting the Atlantic in the Queen Elisabeth. He dined next to George Mason, chairman of Nash-Kelvinator. They found common ground in their joint love of photography.

By journey's end, they had agreed to build the Nash-Healey. Cheaper Nash engine and drivetrain, yes, but housed in a Donald Healey designed Healey Silverstone derived chassis, complete with forged aluminum trailing arm front suspension—expensive!

Donald, being a tinker in classic British fashion, took that Nash 3.8 liter six to boarding school where it gained two SU H6 carburetors, Lucas electrics, and a Weslake designed aluminum head. It gave Healey 3000 power but was heavy.



1951 Nash-Healey engine—American iron; British aluminum. Better than the BMC 'B' and 'C' engines put in later big Healeys. Cross-culture works.

For the majority, good enough is good enough. British cars reflect the impact of British roads and a preference to suffer through British weather. Classic British cars are most comfortable driving on British B roads at 30 to 40 mph—roads that have little need or opportunity for fast acceleration. There were few Woodward Avenues and drive-ins with car hops and other teenage hangers-on to impress with one's burn outs. Actually there were few teenage car owners in Britain. And Britain was never the land of 11 cents per gallon gas.

As for the weather, British weather is terrible unless you like bone-chilling wetness. So did the Brits build cars with good weather sealing and robust heaters? Of course not! British weather is not so bad. Anyone with the proper British upper lip simply drives on, weather never impeding. *Hap*

# Drive-in Movies

By Brett Harris, Photographs by Hap Polk and Rosie Johnson

This was our second **Night At The Movies**. The weather was perfect with clear



Our fearless leader Brett Harris ready to caravan across the street to the drive in.



Great view from the pickup truck.



Derek and Lisa Schneider enjoying the twilight.

clear viewing. I sat in the back of the Johnson's truck. That worked really well.

Ten members came with 4 British cars, and the Johnson's in their truck. My car was mid interior refresh, so I threw the driver's seat back in and had an empty passenger floor for plenty of snacks.

We saw Ugly Dolls, a cute animated movie; and some stayed for the



Ugly Dolls, a cute movie. We adults enjoyed it as much as the kids and their families around us.

Avengers Endgame double feature. We indulged in the usual popcorn and corn dogs.

Hanging out with friends at the Drive-In with our British cars was seemingly

better than the movie. I am planning another Drive-In movie night in the fall



Brian Naas in picnic comfort.



Michael and Rosie Johnson trying out their portable FM radio. Sound track for all on 106.5 mhz.



Ron and Judy Sandgren joining Brian Naas.



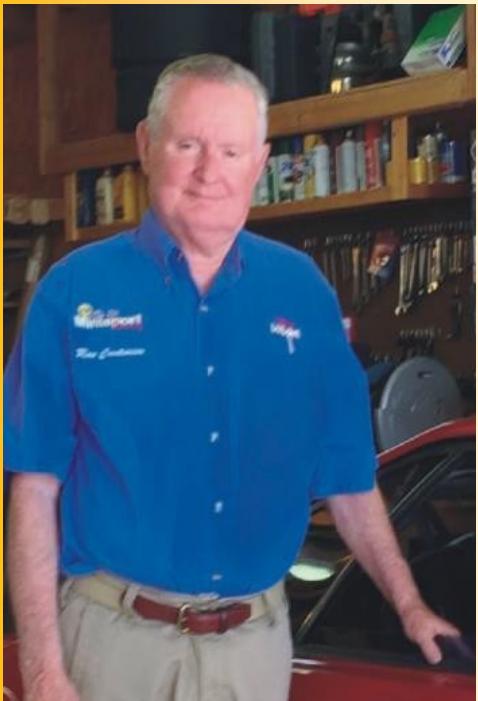
Drive In tradition relived. Remembering how they wound up with three kids.

house. Many parked in row 4 and put picnic chairs in row 3. Lots of room and

once the weather cools down again, and movies really start competing for Oscars!

# 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 BACLV since **1997!**

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

Thanks, Ron, for your dedication to the club.

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

## SPRAY LUBRICANTS – CHOOSING THE RIGHT ONE

**It's not rocket science, but it can be frustrating at times. You sprayed a lubricant on a part to either free it up, get rid of that annoying squeak, or reduce the friction between surfaces—and you did not get the results you wanted.** It's happened to me several times. This is where doing some research on your problem usually brings the results you were looking for. In my research, I discovered that there are many "spray lubricants" available from at least 15 different manufacturers. The most common use of a spray lubricant is to reduce friction between surfaces. Some of the more mainstream companies manufacturing spray lubricants are: Blaster, CRC, 3M, LPS, Dupont,

Uline, Super Lube, and WD-40. There are five types of spray on lubricants, each having its' own proprietary characteristics. They are Lithium grease, PTFE, Silicone, Dry Spray on, and Oil.



type for car wheel bearings.

### PTFE

(Polytetrafluoroethylene) This synthetic lubricant was developed in 1938 by Dupont and is known as Teflon. It has one of the lowest coefficient of friction numbers. It provides long-lasting corrosion protection with no oily residue. It dries fast and is dirt and dust resistant. Typical uses would be, but not limited to, door tracks, locks, hinges, cables and chains. There are several different Teflon sprays available for special applications, so when you are shopping, read the back of the can before making your purchase.



**Silicone** – This lubricant is sometimes referred to as a "banana peel in a can." As a lubricant, it has many good qualities. It's non-reactive to most substances, works well in extreme temperatures, and does not oxidize. It's used in marine as well as air transportation environments. It is usually safe to use on rubber, wood, nylon, vinyl, and plastic. Because silicone is super slippery it can just about lubricate anything. It dries fast and won't attract dirt. Silicone of course has its drawbacks. Do not use silicone on electrical connections, switches, relays, contacts, etc. There is a specifically formulated dielectric spray grease for use on electrical connections. Walking surfaces would not be safe with a coat of Silicone spray. Bottom line, manufacturers have been known to pro-

mote this product as the best thing since sliced bread. Yes, it is great, but their advertising at times is questionable, use common sense.

### Dry Spray On

There are at least 35 different dry spray on lubricants made by no less than ten different manufacturers. The two main Dry Spray On lubricants are Graphite and Molybdenum Disulfide. The primary purpose of this type of lubricant is to reduce friction between two surfaces sliding against each other. The uses for these, is literally mind boggling. These lubricants are used for medical prosthetics, kitchen, workshop, automotive, household, marine applications, and the list goes on. For our purpose, typical uses would be: threaded rods, locks, hinges, drawers, doors, windows, and keys. Home mechanics have used a special fan belt dressing product to keep old and tired fan belts from squeaking. Best advice here would be to buy a new fan belt. You would use a dry spray on lubricant where you would not want to get a part gunked up with oil or grease.



**Oil** – Use an oil spray lubricant product when you don't want to use a product that has the inherent resistance associated with grease. Lubricating oil is formulated to repel moisture and remain on a part for a long time to provide long-term lubrication. You can use oil sparingly on hinges, tools, sharpening blades, and chains. Penetrating oil is an excellent choice for loosening stuck fasteners. Use specifically formulated oil lubricants on garage doors and roller chains. Oil should never be used as a lubricant when the part is exposed to dust, dirt or water.

**Conclusion** – This article was not intended in any way to be an all-inclusive analysis on the use of spray lubricants. There are many choices and variants available. Some of them are specifically formulated for safety and/or health environments. As the saying goes, "one size does not fit all". What are you trying to accomplish? Loosen a rusted fastener, lubricate a part to make it function better. Consider the environment, is it wet. What about a load bearing condition. What about dirt, dust or temperature. All these factors should be considered before making your purchase. Manufacturers have been known to stretch the truth somewhat about their products. It's called creative and persuasive advertising. Good luck.

# Mother's Day Brunch

By Clara Ogle, photographs by A.J. Dowden

The BACLV annual Mother's Day Brunch was held on May 11 at the Paiute Golf Course. It was a beautiful day which was attested to by the full parking lot. The golfers were out in force and so were we. The brunch was hosted by David and Clara Ogle, assisted by Cleone Johns and Vaughn Richards. Cleone and her niece Linda arranged the table decorations and candy boxes. David and Vaughn taped a piece of candy under the table at one seat per table.



David & Clara Ogle taking care of the business details while Fran Maioran, Dan & Carolyn Stillwell, Susie Rosoff, Jim Lefler and other early arrivals get ready for the fun.



Table decorators Cleone Johns and her niece Linda. Any family resemblance? Yes, good genes pass on.

As we finished our brunch, the individual who sat at the candy seat took the candy box home.



Old friends, Al Rosoff and Chris Shope discussing the day's events. The Paiute Golf Course clubhouse has plenty of room to socialize.

A.J. Dowden was our photographer for the day.

This was a day for the ladies. Each lady received a coin purse. As my mother taught me you never give a purse or wallet as a gift unless it has money in it.

Each coin purse had a quarter inside, but three of them had a little something different. This was our raffle.

Fran Maioran was the first winner with a quarter and a British two pence piece inside. She



Susie Rosoff, our second place winner! Great gift basket full of good stuff. Thanks David and Clara.



Nelda Lefler, our third place winner! A three-tier wire fruit basket for display at home.

picked a basket with serving ware and goodies.

Susie Rosoff was the second winner with just a two pence piece in her purse. She picked a basket with scents, lotions and Starbucks inside.



Fran Maioran giving Clara Ogle a winners hug. Here's to the winner—a quarter and two pence coins and a swag bag. Great prizes.

Nelda Lefler received the purse with a half penny inside and was our third winner. She picked a Sprouts gift card attached to a big box (wire fruit basket).

Christine Shope won a coffee/hot chocolate gift set. She was the mother of the oldest child.

A beautiful day, a beautiful venue, and a good breakfast, good company and conversation made for a fun social.



Chris Shope honored for being the mother of the oldest child. Sandy & Jim looking on. Congratulations to the Shope family!



Just like home. The ladies conversing. The men watching the golf tournament. All comfortably enjoying themselves and one another.

# Indy 500 Party

By Ron Couturier, Photographs by A.J. Dowden and Hap Polk

Sunday May 26<sup>th</sup> saw the 103<sup>rd</sup> running of the legendary Indy 500 race at the famous Brickyard.

This year's "BAC Indy Party" was hosted by Ron and Dottie Couturier.



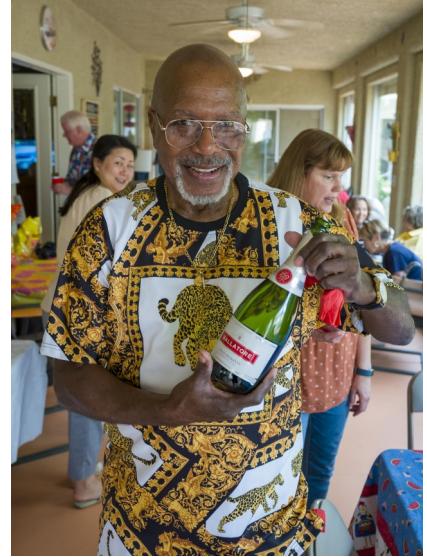
*The Couturier's exuberant style on display. Brings joy to all. Such fun. A.J. photo*

The Indy Party was attended by 32 members who set down their food and began socializing and getting ready to watch the race.



*Nelda Lefler choosing her car with David Ogle helping out and Julie Dow waiting her turn. A.J. photo*

Before the race started David Ogle was busy selling the race cars for the eventual winner of \$66.00 to be determined by the race results.



*A.J. Dowden. You gotta love that shirt. Is that what you are drinking or offering? Where's the glasses? Hap photo*

We then started watching the race, eating and conversing in ever changing groups.



*Serious socializers. Dick & Bonnie Schneider, Julie Dow, Pilar Wellbaum and Dottie enjoying one another's company. Hap photo*

They started arriving around 8:30 AM bringing with them breakfast and or lunch dishes for a potluck style affair. The variety of dishes was amazing since the BAC is well known for having many talented cooks.



*No chance of going hungry. Enough food for 32 guests plus a few rhinos. Hap photo*



*Bill Wellbaum alternating conversing and watching. Most did the same. As did Jonas Payne, Michael Johnson, Jim Shope and Jim Lefler above.*



# Indy 500 Party

By Ron Couturier, Photographs by A.J. Dowden and Hap Polk

This year's lucky winner was Julie Dow, who had selected the car to win the "500".



Our winner and British Auto Club of Las Vegas founder, Julie Dow. Hap photo

Julie took home \$66 dollars plus a bottle of wine. Finishing second was Dean Barnes, followed by A.J. Dowden in third, both of whom won a bottle of wine. Finishing fourth was Dean Barnes again who took home a nice looking parking sign for the Indy 500.



Lisa Schneider and Rosie Johnson looking good. A.J. photo



Dean Barnes, Lisa & Derek Schneider, Ron Couturier, Jim Shope, and others off camera watching the race on the big screen. Hap photo



Michael & Rosie Johnson, Denie & Shelley Hiestand and others off camera watching the race on the sun room television. Hap photo

Thanks to Michael Johnson for standing out in the sun over a hot grill cooking hamburgers. David Ogle did a great job with the Indy Car raffle. Thanks also to Hap Polk and A.J. Dowden for taking pictures.

A.J. Dowden and Julie Dow celebrating. A.J. photo



Al Seminatore and Duke Reynolds in informative conversation. Hap photo



Jonas Payne, David Ogle, and Hap Polk having their turn at conversation. A.J. photo



Chris Shope, Francoise Baker, Nelda Lefler, Millie Polk and Clara Ogle enjoying an extended discussion in comfortable chairs. The men preferred the tables where they could set their beer. Hap photo

This year's 500 was won by Simon Pagenaud of France, earning \$2.67 million. It was the 18<sup>th</sup> 500 win for the Roger Penske Team. Simon Pagenaud won the pole with a speed of 229.992 mph. Pole winners have won the Indy 500 29 out of 102 times.

Thanks to everyone who attended and for the wonderful dishes which helped make this a truly successful event.

**EDITOR'S NOTE—**The Couturiers' Indy 500 party is special. The party has a long tradition going back to the club's founding. Many long-standing members attend, Julie Dow, Dick and Bonnie Schneider, Bill and Pilar Wellbaum, and of course, Ron and Dottie Couturier. It is a honor that they established a car and social club that brings joy to so many. Hear, hear for tradition! Hap



Short order cook Michael Johnson feeding the crowd. Yum! Thanks Michael. Hap photo



A.J. Dowden and Julie Dow celebrating. A.J. photo

# Upcoming Events



## BACLV Event Planning Meeting Sunday, June 23, 2019 at 1:00 PM

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

Event suggestions from October 2019 through March 2020.

### Host an event!

Remember, you will receive 500 points for hosting an event.

If you sign up three months in advance to host an event, you will receive an additional 250 points.

Proudly hosted by  
**Kate and Jonas Payne**  
745 Barnegat Bay Street  
Henderson, Nevada 89052

E-mail [vice\\_president@baclv.net](mailto:vice_president@baclv.net)  
with number of guests and type of side dish or dessert.  
Bring your own Beverage!

RSVP deadline is Wednesday, June 19, 2019.



## AN EVENING AT THE HOFBRAUHAUS ¶

FRIDAY, JULY 19, 2019 ¶

MEET AT 6:00PM ¶

Come have a beer and some classic German food with your BACLV family! ¶



FRIDAY ¶  
JULY-19, 2019 ¶  
MEET-AT-6:00-PM-¶

4510 PARADISE ROAD-  
LAS-VEGAS, 89169 ¶

FOOD- & DRINK-MIXER-  
OFF-THE-MENU-  
INDIVIDUAL-CHECKS-¶

LBC-OPTIONAL-¶  
DESIGNATED-DRIVER-  
REQUIRED-¶

RSVP-at [BACLV.net](http://BACLV.net) or ¶  
e-mail:  
[vice\\_president@baclv.net](mailto:vice_president@baclv.net)-  
by-¶  
Monday, July 15, 2019 ¶

PROMPTLY-HOSTED-BY-¶  
CLARA-AND-DAVE-OGLE-¶



5:45 AM  
MEET AT DUNKIN'  
PARKING LOT AT  
11710 W. Charleston  
Boulevard  
(Charleston Blvd and  
Desert Foothill Drive)

OPTIONAL BREAKFAST  
AFTER CRUISE AT  
COTTONWOOD  
STATION EATERY,  
14 Cottonwood Drive  
in Blue Diamond, NV

WE WILL STOP AT THE  
OVERLOOK FOR BREAK  
AND PHOTOS

RSVP:  
[BACLV.net](http://BACLV.net) or  
[vice\\_president@baclv.net](mailto:vice_president@baclv.net)  
by Sunday, July 7, 2019

## BEAT THE HEAT IN RED ROCK CANYON CRUISE & OPTIONAL BREAKFAST

SUNDAY, JULY 14, 2019

5:45 AM MEET UP!

6:10 AM LINE UP!

6:15 AM WHEELS UP!

OPTIONAL BREAKFAST AT  
COTTONWOOD STATION EATERY

(SEPARATE MEAL CHECKS WILL BE ISSUED.)



PROMPTLY HOSTED BY  
Michael and Rosie  
Johnson

Email with questions at:  
[rshiu@eventdojo.com](mailto:rshiu@eventdojo.com)

Big Bear Lake Antique Car Show  
Big Bear Lake, California  
Friday, August 9 through Sunday, August 11, 2019

Proudly Hosted by Jane and Simon James



There will be more than 500 vintage autos, muscle cars, roadsters, hot rods, and customs on display in downtown Big Bear Lake, they close the streets off for this event. We have attended a couple times and enjoyed seeing all the cars, have also seen a small number of British Cars.

You can also spend time poking around in the shops, take a scenic ride up the chair lift on Snow Summit. There are beautiful views of the lake from there, also there is a bar at the top! There are numerous hikes you can take to enjoy the mountain air and scenery away from the Vegas Heat. There are also activities such as zip lining, para sailing, boat rentals, fishing and lake cruises, there is even a pirate ship!

Accommodations are going fast so you would need to book something soon. Besides the usual hotel/motel rooms you can look at vacation rentals, Big Bear Lake has cabins and homes for comparable rates, some are less than a hotel room! Visit [www.bigbearvacations.com](http://www.bigbearvacations.com), [www.vrbo.com](http://www.vrbo.com) or [www.airbnb.com](http://www.airbnb.com) for rates and availability for the evenings of Friday, August 9 and Saturday, August 10!

BACLV Members will arrive individually to Big Bear Lake, California on Friday, August 9. Group dinner reservation will be made for about 6:00 PM.

A BBQ Potluck Dinner will be hosted by the James' at their cabin at approximately 5:00 PM on Saturday, August 10. Bring your own beverage, side dish or dessert and folding chair! Please be aware, there are several steps to get into and out of their cabin.

Depart Big Bear Lake on Sunday, August 11, 2019.

RSVP via [BACLV.net](http://BACLV.net) or email [vice\\_president@baclv.net](mailto:vice_president@baclv.net)  
by no later than Friday, August 2, 2019.



# Drive Your Triumph Day 2019

By Rye Livingston, photographs by the individuals submitting

**EDITOR'S NOTE—**Mr. Rye Livingston was enough to give the BACLV SPANNER permission to publish his article and some of the photographs submitted to "Drive Your Triumph Day 2019". The article was written prior to the actual day so some of the references made within the article may be somewhat out of context, but we felt that the content and perspective Mr. Livingston puts forth interesting and relevant to lovers of British classics and in particular the Triumph (Standard) marque worth publishing now.

That being said, we fervently hope Rye Livingston and the Triumph Traveler Sports Car Club from the San Francisco Bay area continue this great tradition.

You may start considering where you will be staging your photo, with whom and with Triumph you will be driving for Drive Your Triumph Day 2020.

Keep an eye open for the exact date, visit the Triumph Travelers Sports Car Club website at <http://www.triumphtravelers.org>

**JANUARY 8, 2019**

Dear Fellow Triumph Owner,

It's time to make plans for Drive Your Triumph Day, February 10, 2019. My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, which is celebrating our 60th anniversary.



Rye Livingston, with his wife and Dixie with his 60' TR3A

As you may remember a few years ago, I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today.

The first year about half a dozen members participated, and it's been building momen-

tum every year since. Last year I received about 250 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA. I'm hoping to double that number this year!



Heith & Chris Rowbottom, 63' Herald, Lincolnshire, UK

The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, where ever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway.



Cheryl Dobe, TR2 N, North Head, Sydney, Australia

Next step is to email a high-resolution photo to [driveyourtriumphday@gmail.com](mailto:driveyourtriumphday@gmail.com), along with some basic information: owner's name,

year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>



Larry Ricketts, 72' Stag(zilla), New Zealand

This year February 10th falls on a Sunday, so lets make this a big worldwide event with club drives and lots of photos. Remember, it's a new photo taken on February 10th, 2019.

Please feel free to send this on to other Triumph Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last year a few Standard Clubs joined in too, which is all good.

Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th.

Regards,

Rye Livingston, Activities Chairman  
Triumph Travelers Sports Car Club  
Celebrating our 60th Anniversary  
1960 Triumph TR3A



Barry Brown, 60' TR3A, Crossville, Tennessee, USA

(continued on page 11)

# Drive Your Triumph Day 2019

(continued from page 10)



Kerry Lilley, Mk.II Stag, Auckland, New Zealand



Bernhard Ruest, 1800 Town&Country Saloon, Schleifheim, Switzerland



Ron Sandgren, 72' TR6, Blue Diamond, Nevada



Veijo Lankki, 69' Mk.3 Spitfire, Kotka, Finland



David Mason, 35' Gloria Southern Cross, Lincolnshire, UK



Warren Knecht, 76' TR6, 72' GT6, Burlington, Ontario, Canada

# Drive Your Triumph

(from page 911)



Peter Lockley, 57' Standard 8, Warwick, UK



Paul Ried, 36' Standard A10, Caldbeck, Cumbria, NW, UK

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# British Motor Museum

By Hap Polk, photos courtesy of the British Motor Museum

*Highlighting this resource to the members.*

The British Motor Museum in Gaydon, Warwickshire is the successor to the Heritage Motor Centre. The museum has the world's largest collection of historic British cars, with nearly 300 cars spanning the classic, vintage and veteran eras. The cars are in 'museum display' restored condition, most capable of being driven.

The museum is owned by the British Motor Industry Heritage Trust (BMIHT) which was formed in 1983 to secure the car collection and British motor industry document and photo archives for the nation.

The museum is part of a larger facility housing the Museum, the Collections Centre, and the Archives.



Building the Heritage Motor Centre in 1992

The Collection Centre holds the cars of the Jaguar/Daimler Heritage Collection and cars comprising the Motor Museum's reserve collection, in all some 250 additional cars in 'preservation class' condition.

The Trust describes its Archives as possessing "thousands of business and sales documents, more than a million images and miles of moving film, all of which chart the course of the British motor industry from the 1880s up to the present day." Staff and volunteers use the archives to authenticate and issue Heritage Certificates to owners of vintage British cars, along with supporting historic research for authors, academics, press and the media.



1950 Daimler 5.3 liter Straight 8 DE 36 Drop-head

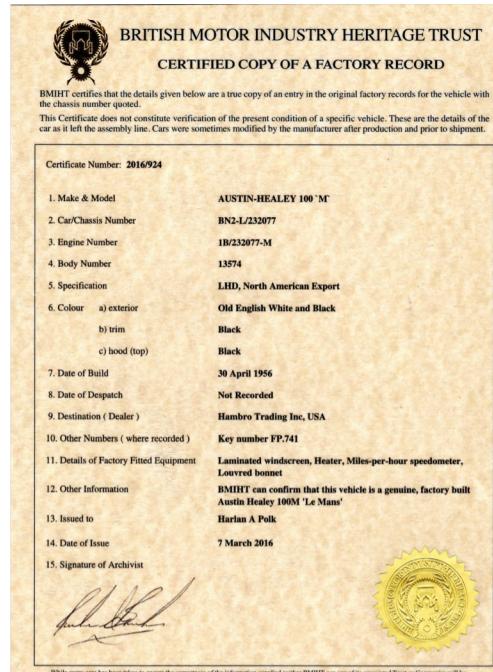
Visitors may use the Reference Library at any time. With a week's notice, the archive staff will pull requested research material so it is

available for your visit. The BMIHT archives are searchable online at <https://discover.nationalarchives.gov.uk> as part of the National Archives with some 9 million records available for download.

The Archives also make available at [www.motorgraphs.com](http://www.motorgraphs.com) thousands of British car images and films and allow one to build for purchase a collage of images, videos, and framed prints memorializing your British car.

Collectively, the Trust celebrates and preserves the British automotive industry's history and the culture in which it flourishes.

The Trust's Heritage Certificates are the validated extract of your car's birth certificate. Here is mine.



Hap's Healey 100M Heritage Certificate

The Heritage Certificate is the key evidence my car is the genuine factory built Austin-Healey 100M I say it is. Given how profitable and easy it is to fake a standard Healey 100 as a 'factory built' 'born as' 100M, the Healey community demands additional evidence, which fortunately the Healey factory provided: special distributor and vacuum advance numbers, special carburetor numbers, body number stampings on many body panels and trim, and peculiar bendings to install the cold air box air hose and a replacement camshaft without removing the engine. All these factory-made evidences are documented in the Trust's archives.

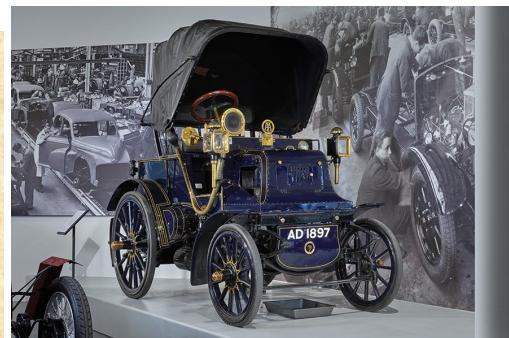
Heritage Certificates are offered for all classic British car models for which archived evidence exists.

Not all archives are owned by the BMIHT. John Nikas, Jonas' friend and Healey and

British car historian extraordinaire, whom we met at the St. Pat's Rally, owns the Healey factory's documents archive. He shares the results of his research of the archives in the magazine *Healey Marque*. I thank him for his work in protecting these documents and making their contents available and their meanings clear. Many other historical documents for other marques are carefully held in private and company hands.

The British Motor Museum has a series of displays. Among them are:

**Time Road**, "...a century of motoring history beginning in 1896...experience how motoring has changed: the roads, the cars and even the fashions."



**Design & Concepts**, "...a unique array of prototype vehicles...which never quite made it into production."



1989 MG DR2 Prototype

**Sports Cars**, "...celebrates the much loved British sports car from manufacturers such as Morgan, Lotus, Triumph, McLaren and Aston Martin...and famous faces such as Colin Chapman and Donald Healey."

**EDITOR'S NOTE**—The British Motor Museum kindly granted BACLV permission to share their information and photos in the Spanner. If you are visiting Warwickshire, give them a call at tel: 01926 641188. Their website is [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk). Take a look.

Many of us appreciate the British Motor Industry Heritage Trust and their authoritative Heritage Certificates. You can arrange to visit their archives next door to the Museum in Gaydon. Hap

# British Motor Museum

By Hap Polk, photos courtesy of the British Motor Museum

(Continued from page 13)

**Jaguar**, "...features some of Jaguar's finest sports and racing cars...a small sample from some 150 [Jaguar] historic vehicles...including the only surviving D-type prototype from 1954 and the XJ13..."



**Land Rover**, "...dominated by a man-made 'mountain' designed to show off the Land Rover's off road capabilities...including a 1968 series IIa SAS 'Pink Panther'..."



**Making British Cars**, "...tells the tale of the changing times and fortunes of the motor industry in Britain. See how the industry has been a leader in car production, design and innovation."

**Record Breakers**, "...features four of the world's faster MGs—along with some fabulous images and film of them in action."



MG EX181 with 1.5 liter 300hp methanol mixture burning supercharged MGA Twin Cam engine at Bonneville Salt Flats. In 1957 Stirling Moss reached 245mph. In 1959 Phil Hill made 254mph.

**Under the Skin**, "...suitable for all ages with lots of levers to pull and buttons to press..."

**Reserve Collections**, "...nearly 250 cars...from some of the oldest British cars, to sports cars and one-off prototypes."



**Restoration Workshop**, "From the Viewing Gallery...you can watch our technicians carry out the busy daily tasks of looking after such a large and varied collection."



I fondly remember spending many hours at the Harrah Automotive Museum in Reno. They had a massive restoration library and craftsmen exercising every conceivable skill. Many, if not most cars in the collection had no replacement parts available. So, they made them. Machining, casting, metal forming, leather work, rubber molding, babbitt bearing pouring; they did it all. From brass era one-offs to a Bugatti Royale, to rare Ferraris, to Duesenbergs, they made the parts. The Harrah collection is now disbursed among the world's automobile museums.



The Harrah Automotive Museum's restoration shops were crowded and exuded a cutting oil smell with a hint of Castrol R. I loved it. The British Motor Museum restoration shop looks like a very well appointed Mercedes dealership repair facility, except there is too much

room between lifts. I miss the oil and pumice callused hands of the Harrah's craftsmen.

**John Carter's Garage**, "The garage contains many original fixtures, fittings and objects and is styled to be representative of a 1930s independent garage."



Jaguars are well represented, starting at the beginning.



Where it all began—a Swallow side car attached to a Brough Superior SS80 motor cycle. 'Bill' Lyons (later Sir William) started out making Swallow side cars in Blackpool before moving to Coventry.



SS1 16hp 'Helmet wing'. The first complete car manufactured by 'Swallow' now known as 'SS'.



1956 D-Type 'Long Nose', 393RW, one of six made. Ran at Le Mans. Last year of the 3.4 liter engine, enlarged to 3.8 liter for 1957.

# British Motor Museum

By Hap Polk, photos courtesy of the British Motor Museum

(Continued from page 14)



## Upcoming Events

### June 2019

- 12th Board Meeting at the Polks
- 23rd Event Planning Meeting at the Paynes
- 30th Monthly Membership Meeting at Wildhorse Golf Course

### July 2019

- 14th Beat the Heat Red Rock Canyon Cruise & Optional breakfast hosted by Rosie & Michael Johnson
- 17th Board Meeting location TBD
- 19th Hofbrauhaus Evening Feast hosted by Brian Naas
- 28th Monthly Membership Meeting at Wildhorse Golf Course

### August 2019

- 9 - 10th Big Bear Antique Car Show hosted by Jane & Simon James
- 12-14th Triumphfest 2019 in Santa Maria, CA
- 14th Board meeting location TBD
- 17th Pole Position go cart race
- 25th Monthly Membership Meeting at Wildhorse Golf Course
- 31st Tune & Tech and Social Activity location TBD



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