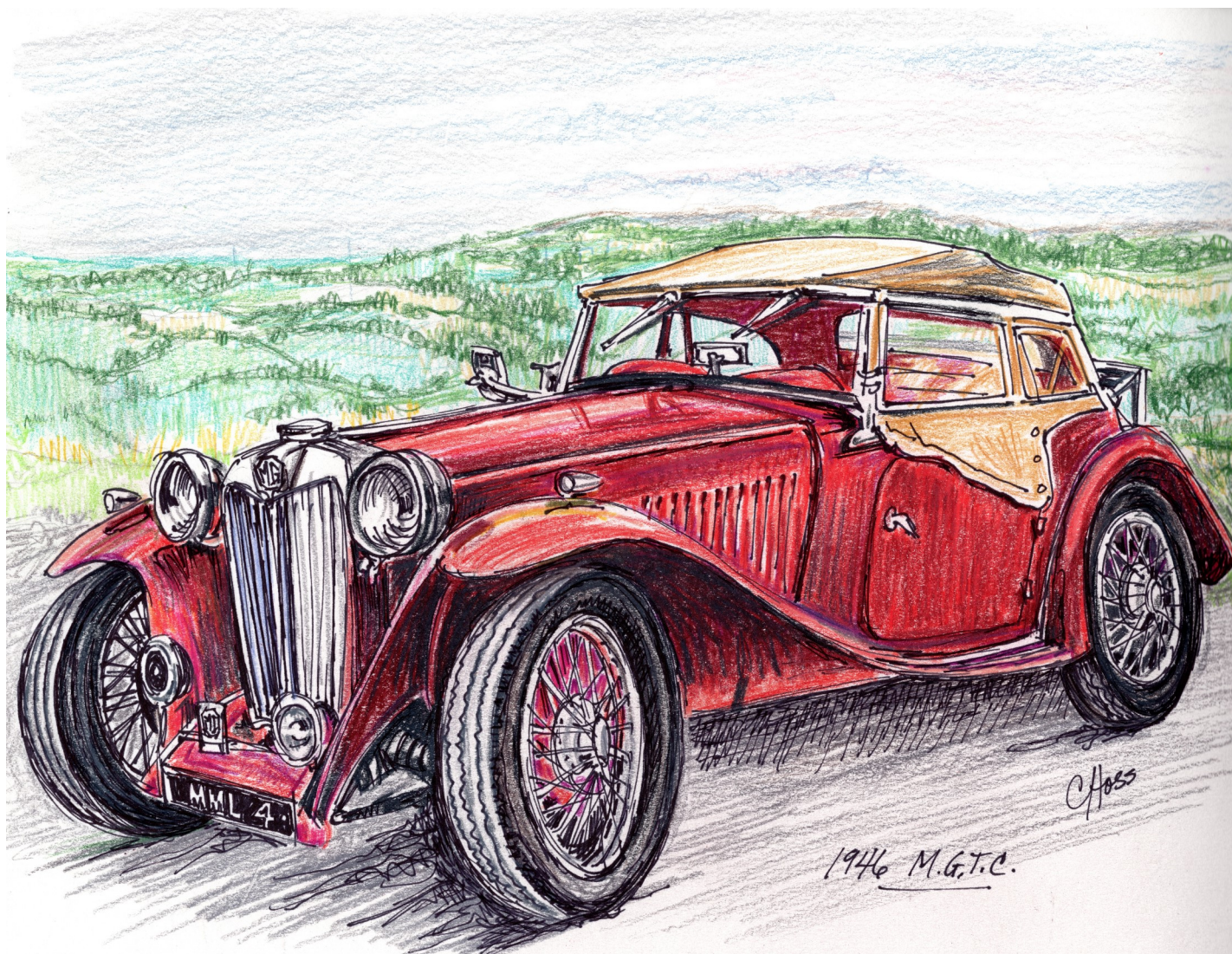


The Spanner

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.

Board of Directors 2018

President: James Oswald

jgreenozzie@yahoo.com

V.P & Events: Michael Johnson

mjohnson@eventdojo.com

Secretary: Brett Harris

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Treasurer: David Ogle

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Appointed Positions

Newsletter Co-Editors:

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Henderson, NV 89009



Annual Holiday Party & Awards Banquet

Sunday, December 16, 2018

11:00 AM to 3:00 PM

Forge Social House at 553 California Avenue in
Boulder City, Nevada

[Parking lot available at Boulder Dam Credit Union at 530
Avenue G]

\$25.00 per person

RSVP by Friday, November 30th

Pay via PayPal at www.baclv.net/rsvp-page

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Cover:

Artwork by Carolyn Stillwell

1946 MGTC

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 .

Fall Mixer

Event Hosts: Dottie and Ron Courturier; Article by Ron Courturier; Photographs by AJ Dowden;

The weather cooperated with near perfect conditions for the BAC Fall Mixer hosted by Ron and Dottie Courturier.

The main dish for the evening was a taco bar and chicken wings. Members brought a nice variety of dishes and desserts which covered two large tables. Members gathered outside under the gazebo where there was plenty of seating at tables for everyone. There was plenty of food to go around and no one left hungry. The BAC is not only known for its classic British cars but also for its many talented cooks.

The turn-out was great with 29 members attending. Social events are what makes our



Peter Szekeres, David Ogle, Al Seminatore, Sally McClary



Al Seminatore, Dick Schneider, Dottie and Nelda Lefler



Ron and Dottie, Susie Rosoff, Julie Dow, Nelda Lefler and Sally McClary

club a great one while making new friends and enjoying our love of British cars. Thank you to all who attended. Thanks to A.J. Dowden for taking pictures and to Michael Johnson for doing a super job advertising the event which helped make it a success.



Ron Courturier puts his feet up after pulling off another excellent event and catches up with Jonas Payne.



- Restorations
- Maintenance
- Consignment

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Sat 10-4

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Susie Rosoff and Pat Seminatore

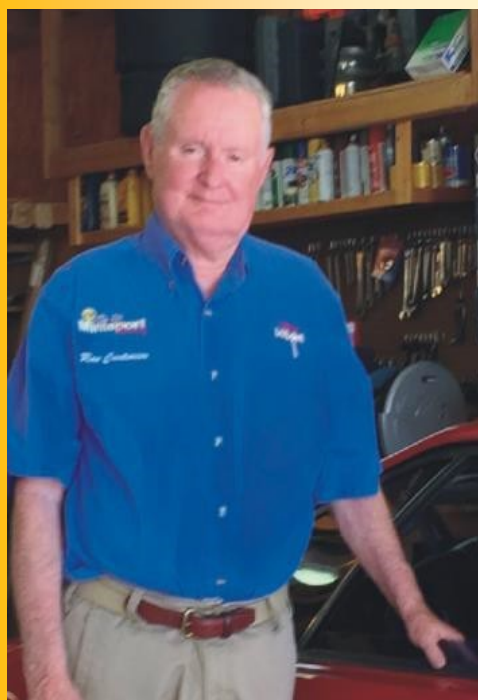


Shelly and Peter Szekeres

The Chili Bowl National

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.bacvl.net/tech-articles>

It probably will be cold outside, but you can bet the action inside under the lights at the 33rd running of the Chili Bowl Nationals at the River Sport Expo Center, in Tulsa, Oklahoma will be hot and fierce. The first Chili Bowl took place in 1987 with a total of 52 drivers competing. The mind blowing event has grown to six nights of adrenaline fueled, heart pounding Indoor Midget Car racing and has become known as the "Super Bowl" of Midget Car competition. This year's event starts on

January 14th and runs through the 19th. Over 300 accomplished racecar drivers, both men and women, hailing from midget car ranks, Sprint car, late model dirt, super modified, World of Outlaws, NASCAR and USAC are expected to compete for the championship at the final main event on Saturday night.

The main event will be determined by



A 400 Horsepower ride

and the spirit of competition. The event has become so popular that ticket sales began last March for reserved grandstand seating. Along with reserved



Approaching the green Flag

drivers advancing in the qualifying races, which of course take their toll in blown engines, and damaged cars, not to mention those nagging flat tires from car contact and the dreaded outside wall. The track is unforgiving—being a fast one quarter mile clay dirt oval. Car contact is the norm with aggressive drivers constantly jockeying for position while keeping an eye on the wall. Last year's event drew drivers from 24 states, plus Australia, Canada, New Zealand and the UK. It is the world's largest indoor race event. In case you are not familiar with midgets, they bear a very close resemblance to the USAC Sprint cars. The midgets run four cylinder engines, sport a roll cage, and have a shorter wheel base. The engines put out about 400 horse power which gives them an awesome power to weight ratio. The Chili Bowl is not necessarily about the purse but more about the camaraderie, bravado

seating a combination reserved seating and pit pass is available for fans who want to get up close to the cars and meet drivers and crews.

A long standing tradition at the chili bowl is the accompanying trade show which is open to the public. The show is free and features over 100 vendors selling a variety of racing apparel and industry related products. The trade show by itself covers over 20,000 sq. ft. Having watched this action packed event over the years I always look forward to the next one. Mav TV (motor sports channel), which is owned and operated by Lucas Oil Products, televises the Chili Bowl semis and mains. The network does a great job televising driver interviews, and informative personal stories. If you like to watch skilled drivers competing in open wheel car racing, the Chili Bowl is a blast. You can go to Mav.com for the TV schedule.

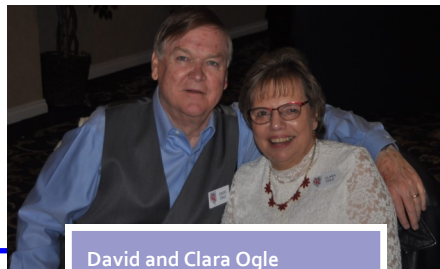


Sammy Swindell and Kyle Larson

2019 Board Bios- Part 1

Treasurer

David Ogle filled the vacant Treasurer's position in 2017 and was elected for a two year term in October 2017. David was born in



David and Clara Ogle

Bellville, IL into an Air Force family and began moving around the world within three months. He also joined the Air Force and began moving around the world with his bride, Clara. They were married in 1971. He retired from the Air Force and they lived in Southern California before moving to Las Vegas in 2006. They joined the BACLTV in 2009 and enjoy events with his 1976 Triumph TR6. His favorite BACLTV events are Rallies. He fills some of his free time with serving as Treasurer for different organizations and volunteer work in the local area with Opportunity Village, Knights of Columbus and New Vista.



David and Mitch Varnos pulling the motor

Member at Large AI Seminatore



I was born in Woburn, MA just outside of Boston.

When I graduated from High School I went in the Army. After attending Radar Repair School I was shipped to White Sands Missile Range. It was here that I learned not every one lives in 3 plus feet of snow for half the year or boil in the summer. So to San Francisco I went on my second job. This was to retrofit some ships for the Navy. It was here that I bought my first Austin Healey 3000 tri-carb. It was difficult to keep running so I purchased a TR4 IRS. Loved it. About this time I got married and had two children. My last year in College (University of Santa Clara) the TR4 had major problems so I bought an MGB hatch back. After a while we purchased a horse, something my first wife wanted. The MGB was fine for a while but as life would have it they grew larger and the "B" was far too small. So a pickup truck was the next vehicle.

I stayed pretty busy with my career as an Electrical Engineer. In time I received two patents. I was engaged with the horses mostly on a social level at first. Then we got involved in Morgans and for the next 40 years I raised, trained and showed Morgans. In 1985 I left my first wife but still stayed with the Morgans.

In 1990 I met Pat and three days before Christmas we got married. Pat, who had never been around horses, learned how to clean stalls, feed and drive horses. We bred one of our mares and had a Stallion, which we still have. During this adventure we showed the Morgans in A rated shows and



had a very entertaining time. We moved to Albuquerque, NM and then to Roswell, NM still promoting Morgans. We both held positions in the clubs we belonged to. In 2010 we moved to Pahrump, NV.

One afternoon while we were both on our computers I suggested to Pat it would be nice to get an Austin Healey. Well I quickly found out that was not the thing to say to her. She, without hesitation, made it clear we could not afford one. So very quietly I went on eBay and purchased an MGB. I won the Bid. We picked the car up in southern LA. The windshield was cracked so I took it into LV to have it repaired. Going over Spring Mountain was a little too much for it. But I had joined BACLTV and new of some one named Bill Wellbaum. Bill was kind enough to suggest a machine shop that could rebuild the engine.

A month later I brought the MGB home, something Pat had begun to accept. The following weekend I suggested we take it out for a tour to break the engine in. It started out with Pat being very sociable and talkative. By the time we got home Pat wasn't saying a word. I knew I had made a massive mistake getting the MG and was prepared for what ever she unleashed at me. We got out of the car in the garage and Pat looked at me and said "Maybe we should have got an Austin Healey". Little did I know she had been following one on the internet. My response was "It's too late now". A few days passed and she said she had found one at a dealership Santa Monica. To which I replied "What do think we are going to do the with the B? They aren't going to take it in trade". Well she became very quiet for a few days. Then I get a call from this dealer. He said if the B was all I described he would allow a trade in equal to what I had invested in it. That week-end we put the B on a trailer and head to the dealer. In the lot was this beautiful Austin Healey, white just like the one purchased in 1962, with the engine running. So we negotiated a price, leaving the Healey there until

we could get shipping arrangements made. A month later a semi drove up to our home in Mountain Falls with the Healey in it. The driver made a big mistake by giving me the key and asking me to start it. Well I immediately found first gear and took off. The only security he had was Pat. When I returned he had a shocked look on his face. I found out the hand brake didn't work. So I found a shop locally that would fix that. Except the rear cylinders leaked and that was the reason the brakes didn't. This was the beginning of the Fix It journey. First it was little things but eventually we got to the engine and transmission which Jonas rebuilt. Five years later we finally had an Austin Healey that I wanted. We started to show it locally and kept placing at the shows. In 2012 we went to Austin Healey Rendezvous in Lake Tahoe. As things would have it before we left a local gentleman ran his new pickup bumper down the side of my beloved Healey. We went any way.

Eventually got the Healey repaired and repainted. Then we did some serious showing and did very well both locally and at major Healey Events. In California and Oregon. As for Pat - she can't drive it but she sure can make my life miserable if I don't treat the car correctly. Some times I think she is exclusive owner of this beloved Austin Healey 3000 BT7. But in the end we both have a great time with it. Even when she gets left at a Gas Station over 100 miles from home.



Classifieds

1953 MG TD

It is a very original car from Redlands California and has no rust; I have had it for about 15 years and before that it was in an Airplane hangar at the Redlands Airport for about 15 years. It is complete and drivable with new brake cylinders and rebuilt master cylinder. It has Chrome wire wheels on it and had a new set of tires put on about 10 years ago but has not been driven more than about 500 miles since. The top is in good shape and it has the original side curtains and original tool kit. The car is stored indoors in the Northwest part of Las Vegas and I can be contacted at 702-243-6557 most days. The car would be a good car to drive as is or would be a very easy car to restore since it is all there and in very good condition. I am asking \$15,000.00 for the car.



Missed a Membership or Board Meeting?

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

Email baclv1990@outlook.com for password

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British Auto Club of Las Vegas



Bringing the
passion and enthusiasm
of
British Automotive Sport
to the Las Vegas Valley
since 1990.

The Club promotes information and
networking and revels in the social
elements of British car ownership.

Club members, prospective
members, and British car
enthusiasts are encouraged to
attend our meetings and events.

The Baker's Summer Tour: Cars and Canals

Photos and Story by Francois and Ken Baker

20th July 2018

We took our annual trip to France at our second home on the Cher River in the Loire Valley. The weather has been beautiful the whole time.

We decided that it would be fun to take a narrow boat trip on the canals in England. We signed up for a ten day trip on the



Worcester Birmingham canal and the river Severn. They gave us about 15 minutes instruction on how to run the boat and work the locks. Off we went. 35 locks the first



day and a mile long tunnel. Talk about stress. I hit the wall in the tunnel and tore the sleeve on my shirt. I still don't

know how it missed my arm. Francoise would sail the boat into the locks and I would open and close them. On the ten day trip we went thru 141 locks in total. There were villages along the canal and we could stop at the pubs to get something to eat and drink. The boat was 57 feet long

and about 8 feet wide and sometimes it turned like dead whale. The scenery was beautiful with lots flowers and birds.

I found an advertisement for Midland Classic Restorations "MCR" in Ombersley Droitwich, Worcestershire.

The owner Dominic Mooney and his crew were very inviting and showed us around. They had just come back from racing their 1932 Citroen at Le Mans. Highly "modified". They had several MG's Jag's a Morgan and other sports cars. Their pride and joy was Austin Healy, one of 4 built. They said it was driven by Steve McQueen at Sebring. It is waiting to be restored. They are big into racing. I was able to get several pictures of the shop and cars.



Steve McQueen car waiting for restoration



UPCOMING EVENTS CALENDAR

December 2018

16th Annual Holiday Party and Awards Banquet See Page 2 for details

January 2019

- 13th Boulder Dam Drive
- 16th Board Meeting
- 27th General Membership Meeting

February 2019

- 2nd Poker Run
- 10th Sweetheart Brunch
- 13th Board Meeting
- 16th Tune and Tech



British Auto Club of Las Vegas
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