



SPANNER

February 2020

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 2020

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**President's Message**

By Jonas Payne

The most interesting thing happened when I pulled into the last membership meeting. My generally trusty 1971 TR6 went "bang", and began making noises that sounded expensive. Dean Barnes was kind enough to tow me into the parking lot. Following the meeting, we called in AAA and were required to use the "flat bed of shame". There were over a dozen of our LBC's in the parking lot when he arrived. Apparently, when the driver and his assistant showed up, he was chatting with a number of club members, and indicated that he was quite familiar with these little cars, as there was "this crazy dude in Henderson" who owns a bunch of them, and he "goes there all the time".

Apparently, that "crazy dude" is me. I've had a few flat bed returns over the years, 2 in the TR6, 2 in the Morgan 3 Wheeler and 1 in my Morgan plus 4. I've also had a few field stripped cars loaded onto flat beds, including a Morgan, a TR3, a TR6 and a pair of Austin Healey's so they could go off to the paint shop. Lastly I've had a few club member's cars either delivered or removed on a flat bed, including but not limited to Tim Erwin, Brain Lawe, Dave Ogle, John White, and George McHarris. There are others. On average, it appears that I'm somehow due for flatbed service about once every 9 or ten months since I moved back to Vegas in 2006. Good reason to carry Triple A and also have a backup towing plan with Hagerty.

We finally wrapped up the restoration of the 1964 Austin Healey 3000. While I've been restoring this car, I concurrently restored 2 others and have struggled to find the time to keep my TR6 on the road and even my "reliable modern car", the Morgan 3 Wheeler, after teething problems, has provided trouble free motoring for nearly 4 years and 5,000 miles before it started having electronic brain issues last spring. I had some issues with my TR3 and simply put it into hibernation because I didn't have time to get to it. Blink twice and 3 years have passed on that one. Restoring a car and trying to keep a fleet running has proved to be impossible. Its easy to get in over your head with LBC's. The old adage "too many projects, too little time" is particularly true when the projects themselves continually self destruct to add to the "to do list".

Every time I get in one of these things to go somewhere, it is an adventure, and you will come home either "with your shield or on it." Just 3 weeks ago, I came home on it, but with a lot of hard work, cursing and some help from some friends, I was able to get the TR6 back on the road in just 2 weeks. Not bad considering I had to remove the entire interior and pull out the transmission. The Austin Healey 3000 is moving under its own power and is slowly being sorted out and broken in, and should be ready for a club debut this spring.

Heady with success, the TR3 moved for the 1st time in over 3 years and has been nearly completely dismantled, again with some help from friends, a significant amount of heavy lifting was done yesterday. After the Morgan, the Healey and the TR6, the TR3 is blissfully simple, and I'm working hard to have it at the St. Pats day rally in 4 weeks. A little bit of success and progress is good for spirit and good for morale.

Its easy to get discouraged when you don't have time to get to something and it seems that everything you touch is seemingly made worse. Things get darker as the list keeps getting longer and longer. Despite the TR3 now being nearly completely dismantled, the tide of vic-

President continued on next page

Cover: 2002 Viper owned by Derek and Lisa Schneider

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 .

President continued from previous page

tory over my projects appears to be turning, and in an insane way, being completely taken apart is in its own odd way “progress”. The Morgan CPU is back at the “mother ship” for re-programming – it has made enough progress that the dealer and factory have been enlisted to help. It’s not currently working, but I am confident that they will get it sorted out and I’ll soon be 3 wheeling again. The moral here is keep after it, its all worth it when you feel the sun on your face and wind in your hair.

March Birthdays

Yvonne Vamos	Vicki Soderquist
Joseph Adashek	Gary Martin
Brendhan O’Bryan	Robert Reynolds
Louise Rice	Bob Wiecek
Brett Harris/Lupson	Denie Hiestand
Lonny Baker	Nelda Lefler
Robert Harris	Erika Harris
Alyson Kennedy	Lorraine Smith

Anniversaries

Marcia & Robert Baggs
Freda & Michael J. Brazier
Dean & Marisue Barnes
Claudia & Harald Albrecht
Bill & Karen Hurley
Bonnie & Dick Schneider

From the Editor’s Desk

Notice anything new? Different about the **SPANNER**? I sure hope so. Back in May of 2017, we made a change by taking on the graphics of the BACLTV website to coordinate “the look”, realizing both outlets belong to one club. Well, your **SPANNER** wienies are at it again. Judy and I decided that it is 2020; a new decade with something new, and this includes the **SPANNER**.

Judy jumped right in, recruiting her husband Ron to design a new masthead for the **SPANNER** with associated graphics that would carry through the publication. Being the people we are, we could not leave it as something that simply “looked good”... oh no, we needed something that spoke about the British Auto Club of Las Vegas. So off we went, and Ron set to work.

Logo – Everyone has to have a logo and none of the three of us had the stomach to suggest a change to the Logo (ask one of the long-time members like Bill Wellbaum what happened the last time anyone thought about changing the Club logo). So, we kept it “as is”.

British Flag – We all tend to favor the British machinery, it is still a mystery why but we



do. There’s nothing quite as recognizable as the quintessentially British Union Jack. Nevertheless because we like to tinker, we could not leave well enough alone and tinkered a little with the Union Jack. Ron added movement to the flag – movement=cars=BACLTV, well sometimes the British cars move.

SPANNER – Ron and Judy stepped in here too with the thought that “chrome” style lettering would work well. Chrome=metal=cars=BACLTV.

THE – An article that just got lost somewhere and has not arrived in time for the publication, it may not find its way back.

To hook it all together, Ron slid the big blue line into the cleft of the Nevada’s outline and voila, the new masthead. Who took that land anyway?

Now I am sure that some may, upon seeing the fresh, new masthead and format for the **SPANNER**, spend immense amounts of time analyzing it. Exploring the multitude of meanings, the layering of content, perhaps some even played it backwards by looking at it in a mirror (I am showing my age here, but the Beatles will not mind). Well folks, this is it – the meaning is what is written above, there is no dark conspiracy to this one.

Do you like it? Do you not like it so much? Let us know - we need your feedback about the new format, about any aspect of the **SPANNER**. It is your newsletter and we want

to make it so it reflects the British Auto Club of Las Vegas. Our thought is that if the membership is comfortable with the new “look”, we may try to talk Dan Stillwell into doing a little work on the website to make our informational resources line up once again.

I would like to step back here and tip my hat to Judy and Ron Sandgren who stepped up, along with Jim Shope, to work on the **SPANNER** for the Club. You are looking at the impact of their volunteering to work for you, like Hap Polk and Kate Payne. These individuals are all very busy people, but care for the Club and want us all to enjoy the time, cars and information we share. Judy’s enthusiasm has been fantastic. Keeping up with her is not easy; I do not know how you do it Ron. Judy, like Kate Payne, represents the “other half”. Judy is lending the perspective of the partner that puts up with the British car people and finds enjoyment in the people that like them. So like Hap, and like Kate, please do not hesitate to walk up, say hello, and let them know your thoughts.

I truly wish to thank Kate, Hap and now, Judy and Ron and Jim for their help and kind input into the **SPANNER**. This would not be a BACLTV newsletter without your help over the past years. I look forward to a lot of good times with this committee, and we all want you to enjoy reading the **SPANNER**.

– Pat Klenk

BACLTV.net



Ron and Judy Sandgren

A RUN FOR FUN

BACLV 2020 Poker Run

By Charles Williams

The Poker Run on Saturday February 8, 2020 was blessed with a winning combination of terrific people, great cars, and perfect weather. The Poker Run started at the Car Show on Eastern. Our collection of little British cars drew a number of admirers from people attending the show.

The Poker Run course included stops at the Firefighters Memorial Park, Patriot Park, and the Police Memorial Park. Ten cars participated in the Run and helpful volunteers staffed each of the stops. The final stop for the Run was the Lazy Dog Restaurant in Summerlin for an excellent brunch/lunch.

The format used a variation of the 'typical' Poker Run by substituting chips for cards. Participants drew chips at each of the stops. A drawing at the brunch/lunch location assigned point values to each of the three colors of chips. The highest total value of the chips had the 'best' hand.

The \$5 entry was used to award prizes to First place - Bill and Pilar Wellbaum, Second Place - Jane and Simon James, and Last Place – Dave and Pat Kunde.

The Poker Run was a great success and will hopefully find its place as a regular event for the BACLV.



Charles Williams gets Jonas Payne signed in.
Photo by Ron Sandgren



Chuck Young checking out his first chips of the day. Photo by Ron Sandgren



Michael Johnson, Jim Oswald, Dave Kunde and Judy Sandgren enjoy the morning while waiting Poker Run to begin. Photo by Ron Sandgren



It was a beautiful day to enjoy the Car Show on Eastern and gather for the Poker Run. Photo by Ron Sandgren



The first stop was Firefighters Memorial Park. Photo by Charles Williams

Right: The Wellbaum's, in their Mini, are ready to head to the next stop after picking up chips from Sallie McClary and Skip Yarema at the first stop. Jeri and Charles Williams, the hosts of the event, stop by to make sure everything is running smoothly. Photo by Ron Sandgren





Jim Oswald carefully records the chips for a participant at Patriot Park, the second stop. Photo by Ron Sandgren



Melodie and Chuck Young heading to Lazy Dogs for lunch with the club. Photo by Ron Sandgren



Michael Johnson greets Jim Lefler at Police Memorial Park, to pick his final chips of the Run, while Nelda Lefler and Jeri Williams look on. Photo by Charles Williams



Brian Naas hoping to draw some lucky chips from Jim and Nelda Lefler. Photo by Ron Sandgren



The group gathered for a lunch/brunch at Lazy Dogs, Downtown Summerlin. They enjoyed the food, drink and lots of conversation. Photo by Charles Williams



Nelda Lefler and Pat Kunde in deep conversation. Photo by Ron Sandgren

Left: Charles William announcing the winners while Simon James, Steve and Aly Kennedy and Bill Wellbaum look on. Photo by Ron Sandgren

MEMBERSHIP SPOTLIGHT:

Bill Wellbaum: A Man of Many Cars

Interview by Judy Sandgren
Photos by Ron Sandgren

Tall and stately Bill Wellbaum and his lovely petite wife, Pilar are familiar faces around the BACLV. They have been involved in the club for over 22 years. Back in the day, officers of the club were nominated and the very first meeting Bill and Pilar attended, Bill was nominated to be Secretary. He accepted without hesitation and since then he has been vice president and served as president three terms. Most recently he held the position of Membership Chairman for 11 years, so almost everyone in the club has met Bill at one time.

Bill sat down with the Spanner recently to talk cars and cars and more cars!

WHEN DID YOU FIRST GET INTERESTED IN CARS?

My Dad was interested in British cars, in British things. He was big on gin and tonics, he wore gray flannel slacks, he was interested in English cars. His first car was a '54 Austin Healey. That morphed into the need for a family car so he found a Mark I Jaguar sedan. I was raised in a family that was into that sort of thing. We were members of the Sports Car Club of America (SCCA). I'm from Ohio so we were members of the Miami Valley Touring Club and we did drives, destination oriented drives, in our cars. I was always into that.

FIRST CAR:

My sister had Perth's disease which caused her to have to wear an elevated shoe and brace on her right leg, similar to those with Polio. My parents decided I could help by driving her to and from school. My first car was a 16hp '58 Fiat which I drove for about a year to haul her back and forth to school.

SECOND CAR:

One day my Mom, who had just gotten her real estate broker's license, scored a sale. It was coincidental that she had \$1,250 in her pocket and that was the afternoon I was driving around and saw a '52 MG TD (which happened to cost \$1,250). I convinced my parents that it was time for me to upgrade to that - they had an MG TF at the time. So I drove it back and forth with my sister to high school. That car stayed in the family until after I went in the Air Force in '62. I was gone for four years and came back. Next came a '48 MG TC with a super charger on it.

All historic car photos provided by Bill Wellbaum



1958 Fiat

BACLV.net



Bill and Pilar with their 1975 Triumph TR6

AND MORE CARS:

While I was in the service, my parents moved on to other cars; a TR3, and a 1500cc Fiat, notable because it had an OSCA engine made by Maserati - kind of a rare bird. They drove it for a few years, then put it in a garage next to the house. When I got out of the service I inherited it - they gave that to me to drive. Then I sold that and moved onto a red MG Midget and drove it while I was at the University of Dayton for four years.

I ran the MG in a gymkhana series, also known as autocross. It's sort of the same thing as autocross, but it's at higher speeds and set up

at fairgrounds and airports. I was successful, but I cheated (laughing). I got a lead on an old Bugeye Sprite that a fellow in the service had been restoring, but he was killed in Vietnam. His mother let it be known that the car was for sale cheap. I went out and for 500 bucks I towed it home. It so happened it had a brand new engine and gear box and a Judson supercharger on it. I sold the body and engine and gear box and mounted the super charger on that little red MG, and as long as I didn't lift the hood, the bonnet, nobody was the wiser. It was pretty quick.

Then I got married and got a series of Volk-



1952 MG TD



1948 MG TC

swagens. I have had three Volkswagens. The string of cars just goes on and on. After that I got a 1750cc Alpha Romeo, what they call an Alfetta. I've also had a 914 Porsche.

Cars have always been part of my life.

[I asked Pilar if she knew he was such a car guy when she met him. "I met him later on. When I met him he had a Rabbit, so all that was history." That was all pre-Pilar.]

Do I have a favorite? They are all my favorite.

THE EARLY LAS VEGAS YEARS

We moved here in 1996 and in 1997 saw an ad in the classifieds of the newspaper for the BACLV that they were having a car show. So we ambled over there with our car and the rest is history.

CARS NOW?

I have a 1975 TR6, which Pilar and I bought together in 1994. We've had it ever since.

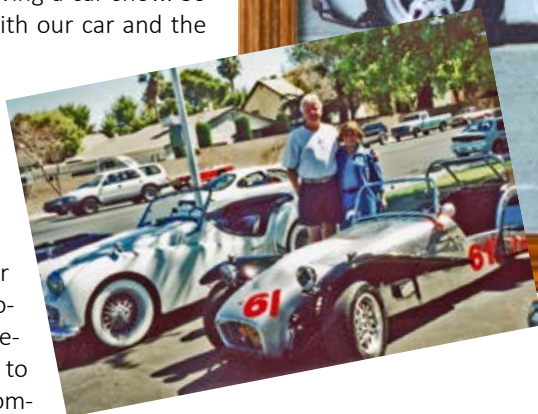
We also had a Lotus Super Seven which I ran in the local Las Vegas autocross series for three years. It got to the point where to be competitive, and I won 2nd in the city in my class - I was good at it - the cars took a tremendous beating. I got to the point where I said, "This is stupid. I don't want to beat this car up anymore to stay ahead of the pack," so I sold it.

We also have a 2011 Mini Cooper. I have three motorcycles. Back in 1970 I bought a new BSA. It was my first motorcycle. I kept it for two or three years then moved on from that. It's like a lot of other guys, the very first of those you had, when you are older, you want another one just like it. A year and a half ago I found two BSAs for sale over in Lake Isabella. Pilar and I went over and cut a deal and brought them home. One has been completely restored. The other is an original bike. It will never be restored. It's got 10,000 miles on it. It runs fine. It's better to keep it as it is. I also



Above: Bill behind the wheel of the Lotus

Left: Bill and Pila with their Lotus Super Seven. Behind them is, BACLV founder, Ibsen Dow's TR3.



have a Triumph Bonneville for longer rides.

WHAT ARE YOU WORKING ON NOW?

Just got my restoration motorcycle back together. We bought the two bikes, they are identical, and they were 50 years old when we got them. One hadn't run for about 5 years. The other hadn't run since 1974 and nobody knew why. It was one of those "ran when parked" deals - It was running when I parked it! But no one knew why it was parked. There is always a story there.

The original bike hadn't run in 5 years and

was an easy fix. We put it a new carburetor on it and rewired it and I drive it around all the time. It's a little rough. The other one hadn't run since '74 so decided to go ahead and restore it.

The tank had a big dent in the side of it. I ran into a friend of mine who does painting for the Mecum motorcycle auction and I ask him if he could restore the tank. I sent it over to him in Kansas City. Long story short, it cost me \$1,200 to get this tank perfect, like day one. Pilar and I looked at it then looked at the bike

Wellbaum continued on next page



1500cc Fiat with OSCA engine



Bill, in his element, enjoying a refreshing beverage among his cars and motorcycles.

Wellbaum continued from previous page

and said what are we going to do now. The tank looks brand new and the bike is 50 years old and rough. The idea was to go ahead and clean it up.

We took it apart – completely apart – and had the frame and tin ware powder coated. It's pretty. We started it up one day and discovered why it hadn't been running. It had a bad big end bearing. So we took the engine back out and sent it to a friend who specializes in that sort of engine and just got it back two weeks ago. Put it back in the bike and that project is done! It looks like brand new.

I had some problems with the TR6 while I was working on the bike. While I was working on it I would have to back the car out of the garage to have some room to maneuver around and access tools. One day I was driving it around the block to give it some exercise and couldn't find 3rd gear. Wasn't there. Would not go into 3rd gear. Next day I had the same problem. The next day I was backing it out of the garage and couldn't get it into reverse gear. Clutch and everything else was fine. Turns out where the gear shift lever goes down into the transmission there's a series of rubber boots. This one had deteriorated, and come apart and was blocking the motion of the gearshift lever depending on where it was at that moment. I just got it back together yesterday! I had to take the whole center console out which is not easy. Got that put back together so now it's fine.

Now I am looking for something else to do. Both bikes run and car runs.

DOES PILAR HELP WITH THE CARS?

Every once in a while. When I need another set of hands or another set of eyes she comes out to help me.

BACLV has been a big part of the Wellbaum's life. We spent some time looking at old photos and Pilar was describing how much times have changed since they first joined. From picnics on Mt. Charleston (until the "carnivorous bees" drove them off) to the elegant awards party. The awards party was always held in January at the Elks. It was in the evening, complete with orchestra – it was a big deal!

She shared pictures and reminisced about the members that are still in the club and the members who have passed on. Pilar told me the club has been like family to them.

EARLY BACLV EVENTS



1998 picnic, Mt. Charleston.



Mt. Charleston, 2000.



Mt. Charleston, 2000.

Photos provided by Pilar Wellbaum

THERE'S A NEW CAR ON THE BLOCK:

This Dodge Viper is One of a Kind

By Derek Schneider



Lisa and I never really thought about a Viper. After looking at multiple 65 to 66 kit car cobras we started running out of options. Each Cobra had its own problems like wrong engine, wrong transmission, weird axle, body wasn't built right, etc., etc. We received a call to come look at a Cobra. It was obvious to me that this car had been tracked multiple times.

While there, we saw a yellow Dodge Viper. We inquired about where it came from and a little bit of its history. We were told that it was purchased in 2002 by the United States Marine Corps SOS division. The Marines sent it to a police interceptor company that added headers, full stainless steel exhaust system, ported and polished heads, short shift system for the transmission, aluminum fly wheel, high-performance air cleaners, rear spoiler, jumper cable pegs on the side of the car (for jumpstarting cars on the side of the road) and complete with a police interceptor emblem. They used the car as a recruiting incentive to become an MP.

When we purchased the car it had 12,700 miles on it. Currently, it has 14,500 miles on

it. It has been very reliable and crazy fun to drive (very scary at times). You need to watch your RPMs because the rear end wants to come around all the time.

Hagerty Insurance has a magazine called the Bull Market List, Cars on the Rise. The 2002 Dodge Viper was their lead car in the article.

The purpose of buying this car was hopefully to resell it for a healthy profit. The attention you receive is pretty amazing. There is a couple generations that grew up with this car and know it very well, much more than I do and are eager to talk about it, wishing someday they could own one. This makes us feel kind of fortunate, because we were lucky to stumble upon perhaps the only one of its kind, given its history.



Photos by Derek and Lisa Schneider

BACLV PLANNING SESSION 2020

Story and photos by Pat Klenk



Dave Kunde prepping for the 2020 BACLV Planning Session as Brian Naas cheers him on

Dateline January 19, 2020, a massive group of people gathered at the City National Bank Arena to plan, strategize and plot for the 2020 British Auto Club of Las Vegas year that lies ahead.

Okay, this is not fake news, but reality, almost massive, about 30 people. Planning and strategizing, yes, but a lot of beer was consumed. So, it really was an opportunity for the general membership to come together and talk about the year ahead, 2020. Michael and Rosie Johnson were kind enough to host the planning session at the arena, making reservations for us at the McKenzie River Pizzeria, Grill & Pub. Adjacent to the room up one floor with a view of the arena, a private meeting room was secured for the session.

About 30 people arrived in time to spread out through the tables at McKenzie River to catch up on the latest news and truly enjoy a lunch while glancing at the activity on the ice that surrounded us. Following the consumption of plenty of great pizza and other epicurean delights, we all trotted around the corner to the meeting room. There, we found President Payne, standing before us, marker in hand, carefully sketching out lines for the calendar month by month. Following this Au-



The exciting view of the ice from McKenzie Pizzeria, bet they would like a beer about now



President Jonas Payne displays his artistic talent drawing lines, while listing this years events

gust's display of artistic talent, Jonas turned to the crowd to pose the question "okay, now let's plot out the next six months of activities." After some discussion, hands raised and many laughs, February through June and some of July lay before us. Charles Williams was busily jotting all of this down as well to make sure it made it to his calendar. Jonas was emphatic that this was a "rough draft" of the calendar, events can change, host for the events can change, events can be dropped, moved or added, but it is a start, not an end.

As Jonas made it perfectly clear, this club is everyone's club and the same group of people that host and volunteer for events every year have done their part and it is time for

"new blood" to step up. Toward that end, if no one volunteers to host an event on the calendar, that event will be dropped. It is not the responsibility of the Board and position Volunteers to host events, it is their responsibility to provide the platform for those events so the membership can successfully host them.

After a good hour and a half of discussion, adding, eliminating and moving events, the first part of the year was pretty well set. A number of events still need hosts, other events, like the Sweetheart Brunch, were dropped for a lack of hosts. The people that were there found that the session was pro-

Planning continued on next page



The Planners get down to business to plot the course of the BACLV for 2020

Planning continued from previous page

ductive and that another session might be appropriate for some time about mid-year to solidify the last six months.

Jonas left us all with the words that new host need to step up for events. Perhaps new events added and old, tired events removed. What is apparent is that the British Auto Club of Las Vegas is an active and very vibrant club of people interested in British cars, and most importantly, great friendships with wonderful people.



The FIRST six months of 2020 events done, the challenge of hosts for the events begin...

BACLV CLASSIFIED ADVERTISEMENTS

Advertise your British vehicle related items here. For BACLV members a 3 month listing is free of charge. Please supply title of advertisement, items, conditions, photographs if appropriate and contact information. Allow a minimum of one week prior to publication for submission of advertisements (The Spanner attempts to go to the printers on or around the 15th of every month).

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2020 Upcoming Events

Watch the website for more information on all events

MARCH

- 7 Tune & Tech - Jonas Payne - 745 Barnegat Bay St., Henderson
- 14 Annual St. Patrick's Day Rally - Brett Harris & Drew Lupson,
Rally start at the Cars and Coffee show at the Shelby Museum
- 18 BACLV Board Meeting
- 28 Death Valley Junction Run - Al & Pat Sematore
- 29 General Membership Meeting - Wildhorse Golf Club

APRIL

- 7 Tecopa Run - Brian Naas
- 18 Highland Games - Jim Oswald
- 25 Aviator's Baseball Game - Steve & Aly Kennedy

MAY

- 2 Sandy Valley - Simon & Jane James
- 10 Mother's Day - Jim & Nelda Lefler
- 24 Indy 500 - Ron & Dottie Couturier



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