



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: Jonas Payne
president@baclv.net

V.P & Events: Rosie Johnson
vicepresident@baclv.net

Secretary: Jane James
secretary@baclv.net

Treasurer: David Ogle
treasurer@baclv.net

Officer at Large: Al Seminatore
officer@baclv.net

Appointed Positions

Newsletter Co-Editors:

Hap Polk

Patrick Klenk

baclvspanner2017@outlook.com

Membership Chairman:

Bill Wellbaum

wcbwellbaum@cox.net

Tech Editor: Ron Couturier
roncouturier78@gmail.com

Webmaster: Margaret Klenk

BACLV1990@gmail.com

Mailing Address

BACLV

P. O. Box 90973

Henderson, NV 89009

**President's Message**

By Jonas Payne

Growing up, we had big family get-togethers at my Aunt Jan and Uncle Randy's home in Western Pennsylvania for the 4th of July or Labor Day almost every year. Although I am close to their kids (they are my 1st AND 2nd cousins!), there were always about 80 cousins at these get-togethers that I did not know then and do not know now, but that did not stop us from having fun and getting into trouble.

We would play with the hose and "Slip and Slide" on a large sheet of plastic or play baseball all day, We would drink soda and have burping contests. Much to my parent's embarrassment, my older sister was very good at this. No wonder we never got soda at home. We had a blast all day, but the real fun started after dark.

There was generally a bonfire of some sort. There were almost always fireworks around, in later years, we would try to steal beer out of the coolers (sometimes with success, and sometimes aided with a wink and a nod!). When we were younger though, I remember catching firefly's and putting them in jars to make lanterns. I say firefly, but my favorite term for this insect is "LIGHTNING BUG". That is a much better name and I believe that it more accurately conveys the magic of the thing. Note that this was "catch and release" and although some of the lightning bugs did not make it, the overwhelming majority of them were returned to freedom unharmed. We would have to teach the younger cousins to catch them. If you want them in a jar, the object was to not squish them. Some cousins never caught onto this subtlety. Despite their awe-inspiring name, Lightning Bugs are neither fast nor particularly afraid of humans, nor are they particularly fierce or dangerous, as evidenced by the fact that I was never bitten or electrocuted.

Lighting Bugs just sort of hover in space with their lights on. In retrospect, I believe they want to get caught. I have read that their population is on the decline. I believe that this is likely related to the fact that cousins probably do not catch them and put them in jars much anymore. My theory is that we may have actually assisted their population by catching them and putting them into all night rave parties where they were forced to mingle.

We would run around barefoot at top speed in the dark playing shadow tag. There is a purity of youth in running as fast as you can headlong into the dark. At some point in time, it would cool off enough that dew would form on the grass, making it damp and cool on your toes. Ultimately, one cousin too many would get tripped, stub their toe on a tree root or simply smack into something. These cousins were sacrificial, sort of like "Red Shirts" in Star Trek. Ultimately however, the attrition would get to be too high and the adults would step in and unwind the fun. Over the years, there were more than a few broken bones and trips to the ER for stitches.

We typically got a trip out to a nearby stream to catch crawdads and minnows and turn over rocks looking for the ever elusive "devil pup" salamander. We never saw one then, but I did see one while fishing with a friend in college, and it is a truly awe inspiring and awful creature. We would root through the uncle's tackle boxes, inevitably somebody would need to have a barbed hook extracted from their fingers.

We managed to put my Aunt Jan's mini-van into the creek one year, that is why you do not let 12-year-old kids drive cars. It did not go over well. Anger still flashes over here face and she glares at my Uncle when it inevitably comes up when we all get together. My younger brother and I did it, and we have admitted to it since day one, but she refuses to believe it. Maybe she's just mad that we were able to convince him to let us drive.

So. What is the point of all this you ask? There really is not one, but elsewhere in this publication, you will note that I was sort of wishing away my summer looking forward to cooler weather so I can play with cars. In retrospect, wishing away your summer is a really dumb idea, so I'm thinking about how much fun I'm going to have this summer in Big Bear, Tahoe, and perhaps even a trip out to Triumphst (time permitting). It's going to be a great summer, take some time and enjoy it!

Cover: The Austin Healey 3000 of Peter Szekeres looking rather mean in its modified condition. Wheel flares, V-8 power, modified brakes and differential are finished off with a very throaty growl.

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 .

July Birthdays

Steven Keltie
 Maria Zwick
 Mark Newbold
 Phillip Menser
 William Wellbaum
 Allen Rosoff
 Mitch Vamos
 Jane James
 Mike Karst

July Anniversaries

Maria & Mort Zwick
 Carolyn & Dan Stillwell
 Bruce & Linda Covey
 Clarissa & Timothy Erwin
 Jane & Simon James
 Kevin & Marian Rooney
 Jim & Nelda Leffler
 Michael & Rosie Johnson
 Clara & David Ogle
 Judy & Ron Sandgren

New Members

Stephen and Rebecca Denham
 Michael and Freda Brazier
 Brendham and Wendy O'bryan
 Newest members are:
 Bill and Louise Rice
 Simon Greaves

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

From the Editor's Desk

Pat Klenk & Hap Polk

A Philosophical Examination of Purity

Coming from the Big D, Detroit that is, we had a perspective on automobiles that may be a little different. Many of our parents were engineers and designers for General Motors, Ford and Chrysler. Really a pretty bright group of people. With the introduction of each model year came the automotive review you could read about in *Autoweek* or *Car and Driver*, but then came the reviews by mom and dad, the ones that really knew the cars, they designed them, or at least parts of them. Reflecting back was an engineer that designed cooling systems. He had a great time bringing the cars to the Ford test track in Arizona, flipping a switch to dump the coolant to see how long and how hot the engine got before it melted down. Then there was the "mechanic" that lived around the block. He was great, loved cars and could do anything – and he did. His career was spent building cars (also for Ford) from scratch, you know those prototype cars that you see in the magazines that will never see an assembly line (It was at his house I saw my first Triumph Stag, and I fell in love with the car). The engineers would design a chassis, the designers would shape a body and ask these guys to stuff a 351 Cleveland into it and make it work. Parts were made by hand or swiped from parts bins and tooled to fit. Truly an amazing effort. But then the idea was the cars that did come off the line, well they were all just a compromise. Those cars were simply a place to start and turn the compromise into something worthwhile. The idea of making a clear statement of personality, performance and ingenuity was engrained in us.

Since joining the BACLV it is apparent that that perspective was shared by several. There are guys that wrenched their way into special machines, individuals that just could not leave well enough alone and searched for something better. I cannot tell you how many hours I have spent (pestering) with gentlemen like Neal Westfall and Steve Kennedy discussing how to make it "better", make it fit and what will happen when you do something. My first was a 65' Sunbeam Alpine. Great car, that found its way in close proximity to a hacksaw, carburetors that never quite worked right again and a harmonic balancer that would spin off, banging around the engine at the most inconvenient times. One of the first real successes was with a 63' Austin-Healey Sprite. First up was to rid myself of the 948 cc engine and insert

a 1275 cc. Worked well except for the rear axels that constantly broke. Then mounted a fiberglass front end on its front the wrecking yard (I think my mother was expressing her opinion in the photo). Then had to grow up.



64' Austin-Healey Sprite, modified with a 1275 cc engine, Hollywood axels, fiberglass front end and a mother holding it all together

I found that after many years away from making cars "better", that I was drawn in again when attempting to first put a Ford 2.4L, turbocharged engine with a T-5 transmission in a Triumph Stag and then changing that to a 3.4L Chevy engine. That project did not go so well and never reached a conclusion. But that idea still exists. In the BACLV is a person that specializes in modifying TR6's with significant success having won first place at Triumphfest last year. It can be done.

British cars seem to be a favorite for modification. There are extremes from adding a turbocharger to an original British engine to putting a Corvette LS-1 V-8 in a Triumph Spitfire. If you go online at this very moment you can find a TVR 280i for sale that has a LS-1 Vette engine installed with a Camaro transmission, almost ready as a daily driver for a mere pittance of \$9,800 (see www.tvrccna.org).

King of the modified was the Shelby Cobra. Mr. Shelby decided to stuff a Ford V-8 into an AC body and continued the legend he started by doing the same to a Sunbeam Alpine and calling it a Tiger (beginning with

the Ford 260, 289 and then the famous 427). This would then beg the question of the "purists"; is the Shelby AC Cobra a modified car, or a stock car? The AC Ace was 'modified' to accommodate the Ford 260 engine (though the original prototype used a Ford Zephyr, 2.6 L, in-line six cylinder engine), the car used the rear end from an E-Type Jaguar, moving the brakes outboard, and the car went into "production". Modified or production? Purest or bastardized?

Is there no room for the modifications that make cars "better"? So much is compromised for the sake of production and popular acceptance. Cars are produced to be the least costly to assemble and appeal to the greatest number of people – called sales. Are these cars the best they can be? I would venture to say 'no'. So the question is asked, why is there such a resistance to modifying the a car? One would hope it would be done with safety, sanity and reliability in mind, but why not? Let' face it, dumb is dumb.

Know that there is a great respect for those that are able to assemble a classic car with the exactitude of the Monterey Concourse, beautiful cars, beautiful work.



A '72 Triumph Stag with modifications such as high-performance concrete blocks, engine by Tow-Strap

I would postulate that the well done modified is just as beautiful (or can be) with the added components of creativity, ingenuity and craftsmanship.

FATHER'S DAY MT. CHARLESTON RUN

By Jim Shope, Photographs as noted



The mountains and cool weather greeted us at the Mt. Charleston Lodge—Photo by Hap Polk

fantastic view of the surrounding mountains. The manager came out to thank us all for coming and mentioned that it had been snowing previously and that the night before was the first night it had not snowed. We were a little skeptical of that claim, but it sounded good and made for a bit of added conversation. The food arrived in waves and it was a good breakfast, but then again who could mess up pancakes? The club members all seemed to be satisfied with the breakfast and the location.

After breakfast, Pat Seminatore passed around the Father's Day gifts of micro-fiber towels for each of the men that joined us. For those that wash their own cars, they know just how handy the micro-fiber towels can be.

As was the drive up the hill, the return trip down the hill was uneventful for us all. I did not see any club members pulled off and in need to help. It was a quick trip on the downhill leg heading back into the construction zone.

The turnout for the event was around forty people, and about a dozen British cars. New members Daren and Donna Saunders joined the crowd for their first BACL V event in their beautiful light blue Bentley, and we hope that we see them at many more events to come. As a club tradition, we are looking forward to the Father's Day Mt. Charleston run again next year.

It was an absolutely stunning morning as I motored north to the designated rendezvous where everyone would assemble to make this year's run up to the lodge at Mt. Charleston to attend the Father's Day breakfast hosted by Al and Pat Seminatore. Managing to maneuver my way through the Spaghetti Bowl without getting lost, I arrived at the Craig Road Shopping Center. I found a few British cars had already gathered and were on their first cup of coffee. Finding an open parking space, I slid in next to Joel Goldberg's Austin Healey 3000, the "Red Baby", and began talking British cars with whoever would listen. As the minutes passed, more and more folks rolled up in their British cars filling the parking lot. Following a bit of socializing and drinking more coffee, it was time to form up and head up to the Lodge. I found myself in the middle of the pack, motoring through the maze of construction heading north on US-95 and the northwest end of the city. The ride up the mountain was pleasant and luckily uneventful without the sight of a British car on the side of the road with steam emanating from under the hood.



Charles Williams and guests spend a little time in conversation prior to wheels up—Photo by Hap Polk



Jim Shope and Joel Goldberg have that last minute conversation before the assault on the mountain—Photo by Hap Polk

Al and Pat arrived at the Mt. Charleston Lodge early to assure all was well and await the arrival of the BACL V members. To their chagrin they found that the seating for the club was to be outside on the patio in the brisk mountain air. In the end, we all found it nice with an absolutely



Our hosts, Al and Pat Seminatore chat with Brett Harris—Photo by Hap Polk



Judy and Ron Sangren awaiting patiently the word to line up for the run to breakfast—Photo by Hap Polk



Fran Maioran lovely chrome-bumper MGB ready for the run—Photo by Hap Polk



BACL V President Jonas Payne leads the British cars out of the parking lot in his Morgan 3-Wheeler—Photo by Pat Klenk

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New members Daren and Donna Saunders with their lovely Bentley—Photo by Pat Klenk



Daren and Donna Saunders enjoying the sun and cool mountain air—Photo by Hap Polk



AJ Dowden and Vaughn Richards relax and chat waiting for their meal to arrive—Photo by Hap Polk



Jonas Payne, Pat Klenk and Neal Westfall can always find some issue with a car to talk about- Photo by Hap Polk



Brian Naas pull out in his Spitfire for the drive to the Lodge—Photo by Pat Klenk



Kevin Rooney finds the beauty in the surrounding mountains— Photo by Hap Polk



Vaughn and Cleone's Jaguar XJ heads out on the road—Photo by Pat Klenk



Brett Harris, Margaret Klenk, Judy and Ron Sandgren, Neal Westfall and Rosie Johnson enjoy a bit of Mt. Charleston coffee before breakfast—Photo by Hap Polk



David and Pat Kunde, Derek and Lisa Schneider find a great time to talk and appreciate the environment—Photo by Hap Polk

WHAT ARE YOU DOING, WHEN AND TO WHOM?

By Jonas Payne, photographs by Hap Polk



Jonas Payne leads the planning session as Rosie Johnson looks on listens to assemble the Events Calendar for the rest of 2019 and into 2020

Traditionally, the BACLv board is in a hurry to wrap up their service to the club, and the incoming Board has their hands full in the 1st quarter of the new year setting up events. I have observed this, been the victim of it a few times, but most importantly, I've handed it off that way as well, which was not fair to my successor, and for that, I apologize.

We met late last year in November/December to get "in front" of 2019, and although we had a couple of quickly arranged events in January, I'd like to believe that the events this year have been well promoted with plenty of notice, well organized by our gracious

"wide open" because we figured that 10 months was plenty of time to get it sorted out. Fast forward to May 2019, and it occurred to us that time was flying by, and thus the need to get the group together and figure out the remainder of the year.

As a natural extension of this effort, we identified that it sure would be nice if the incoming Board wasn't left in a lurch come January, so we went ahead and worked out the 1st

hosts and certainly well attended and enjoyed by the participants.

When we met last fall for our planning session, we left some "open space" for spontaneity and new events and room to recruit hosts. We also left the 4th quarter of 2019 effectively

quarter of 2020 as well. I trust that this will make the transition easier, and I'm anxious to see if it is helpful.

July and August in Vegas are like December and January in Detroit. The weather sucks for driving a convertible. Resultantly, I find myself looking forward to BACLv events in the Fall and Winter. This year, I'm REALLY looking forward to it. We have a very active cal-



Dave Kunde, Dave Ogle and Michael Johnson take a few moments to discuss the possible events that just might becoming your way soon

endar planned with a little something for everybody, but most importantly, some great opportunities to go for a drive. We have some of the traditional stuff, and we have a few welcome surprises coming. There is also plenty of room for new hosts and new ideas, so if you are interested, feel free to shout out.

Stay tuned, the 2nd half of the year is going to be great. We look forward to seeing you at an event soon.



Kate Payne, Dave and Pat Kunde, Nelda and Jim Lefler listen and discuss how the events get done, and how to increase member participation



Charles Williams listens as the rest of the year's events shape up

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Dan Stillwell, Aly and Steve Kennedy and Nelda Lefler listen intently as Jonas explains a suggested event (with Simon and Jane James, Kate Payne in the background)



Simon and Jane James enjoying the opportunity to share ideas with other BACLV members



Jonas Payne taking a moment to consider a suggestion by Dan Stillwell and how it all fits in while the rest of the group looks on



Dave and Pat Kunde, Pat and Margaret Klenk have some thought bubbles bubbling up



Aly Kennedy, Nelda Lefler, Dave and Pat Kunde, pat and Margaret Klenk, Jim Lefler, Dave and Clara Ogle consider events and the opportunities they provide, well Dave Ogle considers the budgets as Treasurer



BACLV CALENDAR FOR LAST HALF OF 2019 THROUGH FIRST QUARTER OF 2020

EDITOR'S NOTE—On June 23rd's Event Planning meeting members of the Board of Directors and club members were kindly welcomed into the Payne's home to tackle line up of events for the latter half of 2019 and give the BACLV a jump on the 2020 calendar. Rosie Johnson was kind enough to compile the results of the meetings efforts into the following listing. You will notice that there are a number of events that needs hosting. We encourage you to review the calendar and step up to host an event, or think of an event that may not be listed, let Rosie Johnson know. It is fun, people are here to help and the BACLV will be just that much richer.

2019

July 2019

- Sunday, July 14: Beat the Heat in Red Rock Canyon Cruise & Optional Breakfast. RSVP deadline is Sunday, July 7, 2019.
- Wednesday, July 17: BACLV Board Meeting. All Members are invited (and encouraged) to attend.
- Friday, July 19: Hofbräuhaus Evening. RSVP deadline is Sunday, July 14, 2019.
- Sunday, July 28: General Membership Meeting

August 2019

- Friday, August 9 and Saturday, August 10: Big Bear Lake Antique Car Show Weekend. RSVP deadline is Friday, August 2, 2019.
- Wednesday, August 14: BACLV Board Meeting. All Members are invited (and encouraged) to attend.
- Saturday, August 17: Pole Position. RSVP deadline is Monday, August 12, 2019.
- Sunday, August 25: General Membership Meeting
- Saturday, August 31: Tune & Tech and High Tea. RSVP deadline is Friday, August 23, 2019.

September 2019

- Friday, September 6 through Wednesday, September 11: Austin-Healey Conclave 2019 in Deadwood, SD
- Thursday, September 12 through Saturday, September 14: Triumphfest 2019 in Santa Maria, CA
- Wednesday, September 18: BACLV Board Meeting. All Members are invited (and encouraged) to attend.
- Sunday, September 22: Over the Hump to Pahump British Car Show. RSVP deadline is Monday, September 16, 2019.
- Saturday, September 28: Wurst Dam Car Show and Festival, Boulder City. **A HOST IS NEEDED.**
- Sunday, September 29: General Membership Meeting

October 2019

- TBD: BACLV Annual Garage Sale. **Start gathering your items!!**
- Wednesday, October 16: BACLV Board Meeting. All Members are invited (and encouraged) to attend.
- Saturday, October 19: Kelso Depot Cruise. More information to come.
- Saturday, October 26: Fall Mixer. More information to come.
- Sunday, October 27: General Membership Meeting

November 2019

- TBD: Night at the Movies. More information to come!
- Saturday, November 9: Red Rock Cruise and Pot-luck Brunch. More information to come.
- Wednesday, November 13: BACLV Board Meeting. All Members are invited (and encouraged) to attend.
- Saturday, November 16: Shelby Museum Tour. More information to come.
- Sunday, November 24: General Membership Meeting

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(continued from page 8)

December 2019

- TENTATIVE-Saturday, December 7: Holiday Party. More information to come.
- Saturday, December 14: Santa Cruise and Toy Drive. **A HOST IS NEEDED.**
- Wednesday, December 18: BACLV Board Meeting. All Members are invited (and encouraged) to attend.

2020

January 2020

- Sunday, January 12: Boulder City Cruise. More information to come.
- Wednesday, January 15: BACLV Board Meeting. All Members are invited (and encouraged) to attend.
- Saturday, January 18: Sandy Valley Cruise. More information to come.
- Sunday, January 26: General Membership Meeting

February 2020

- Saturday, February 8: Poker Run and Brunch. **A HOST IS NEEDED.**
- Wednesday, February 12: BACLV Board Meeting. All Members are invited (and encouraged) to attend.
- Saturday, February 16: Sweetheart Brunch. **A HOST IS NEEDED.**
- Sunday, February 23: General Membership Meeting

March 2020

- Saturday, March 7: Tune and Tech. More information to come.
- Saturday, March 14: St. Patty's Day Rally and Brunch. **A HOST IS NEEDED.**
- Wednesday, March 18: BACLV Board Meeting. All Members are invited (and encouraged) to attend.
- Saturday, March 28: Autocross Racing. More information to come.

Lotus Evija: 1000bhp Electric Hypercar Named



The Lotus Type 130 Rear Logo

Lotus also confirms today that Type 130 will be built at Hethel in Norfolk, the brand's headquarters since 1966.

Type 130 will be the most dynamically accomplished road car in the company's history, continuing a bloodline rich in firsts and technical game-changers in automotive and motorsport.

A short film, new image and press release are issued today, alluding further to what Type 130 will have to offer.

EDITOR'S NOTE—The Lotus Type 130 is to be introduced July 16th in London and several hundred have been sold prior to release. Courtesy of Just British Magazine

Lotus has confirmed that Type 130, the brand's first all-new model in more than a decade, will be revealed to the world's media at an exclusive event in Central London on July, 16th.

Following first confirmation of the project in April at the Shanghai International Auto Show, several hundred potential owners have come forward to express their interest in the new car. Today, the company announces that a maximum of just 130 examples will be available to own – representing the number of Lotus 'Types' introduced during the brand's 71-year history.



Upcoming Events



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 or ¶
e-mail
vice_president@baclv.net
by ¶
Monday, July 15, 2019 ¶

PROUDLY HOSTED BY ¶
CLARA AND DAVE OGLE ¶




Saturday, August 17, 2019
Meet at 1:00 PM
Followed by optional Happy Hour

7350 Prairie Falcon Road
Las Vegas, Nevada 89128

Cost is \$60.00 per person

Come try your LBC driving skills in an all-out race!

This event will consist of

- A standard **adult** race includes 14 laps on a quarter mile track.
- Karts run up to 45MPH.
- Each race lasts approximately 8-10 minutes.
- We fit up to 10 people in a standard race and each racer must be at least 14 years old and 56 inches.

If we have more than 10 racers, this is how the race format will look like:

- Practice Race 1: 10 people random order
- Practice Race 2: 10 people random order (system advances based on best lap time)
- Qualifying Race 1: 10 people slowest lap time
- Qualifying Race 2: 10 people fastest lap time (system advances based on best lap time)
- Main Event 1: 10 slowest racers scored by position
- Main Event 2: 10 fastest racers (best position & determines winner)

Proudly hosted by Nelda and Jim Lefler

RSVP via BACLV.net or email vice_president@baclv.net
by no later than Monday, August 12, 2019.



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, www.vrbo.com or 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 or email vice_president@baclv.net
by no later than Friday, August 2, 2019.



Over the Hump to Pahrump
British Car Show
Sunday, September 22, 2019 at 11:00 AM



Mountain Falls Golf Club | Grill Room

Entering from Highway 160, take the Manse Street exit.
Follow it to the Mountain Falls Grill Room entrance.
Continue straight through to the Grill Room.

Cars will be parked on the grass between the Grill Room and the Club House.

Brunch is your choice.
Pay at the time of service.

British Car Show

To be judged by a local judge. The judge will provide crib sheet.
If you would rather not be judged, indicate that when you sign up.

Prizes will be given 1st through 3rd place.

RSVP via BACLV.net or e-mail vice_president@baclv.net
by Monday, September 16, 2019.

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Upcoming Events

Jul-19

- 17th Board Meeting location TBD Canceled
- 19th Hofbrauhaus Evening Feast hosted by Brian Naas
- 28th Monthly Membership Meeting at Wildhorse Golf Course

Aug-19

- 9 - 10th Big Bear Antique Car Show hosted by Jane & Simon James
- 12-14th Triumphest 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

Sep-19

- 6th-11th Austin-Healey Conclave 2019 in Deadwood, SD
- 12th-14th Triumphest 2019, Santa Maria, CA
- 18th BACLV Board Meeting, Location to be determined
- 22nd Over the Hump to Pahrump British Car Show. RSVP deadline is Monday, Sept 16, 2019
- 28th Wurst Dam Car Show and Festival, Boulder City. **A HOST IS NEEDED**
- 29th General Membership Meeting



British Auto Club of Las Vegas
P. O. Box 90973
Henderson, NV 89009