



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
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President's Message

By Jonas Payne

Ride Sharing

As most any member who has been to a BACLV meeting knows, Jim Shope is often the "Straight Man" to a lot of ribbing (good natured) from me. Jim takes it in stride and is a good sport about it, I trust that he is not offended by it as evidenced by the fact that we continue to talk a couple of times a week, which is significantly less time than we used to spend together.

In the past 13 years or so, Shope and I have literally spent hundreds, if not thousands of hours talking on the phone, working in his shop or mine (or somebody else's) on any number of projects. We even managed to somehow avoid burning a VW Bug to the ground, despite our best efforts. Over a few periods of time, we literally worked together 3-4 days a week for months while I was either unemployed and when I was starting my business in 2011. Admittedly, most of this time has been his response to my need for help, and Shope has bailed me out of dozens of projects I was over my head in, and has patiently tutored me and willingly shared and passed on a lifetime of mechanical and life experience.

One of the few things we haven't done is go on a "road trip" together, although we have gone on a few hundred test drives to diagnose a problem or validate a repair. This changed a few weeks ago when Jim offered to be my Co-Pilot for our recent drive out to Gunlock Reservoir hosted by the Klenks. What a great event. Perfect weather, beautiful scenery, fantastic road, and as it turns out, fantastic company.

Jim and I haven't had a chance to spend any "one on one" time together in several years, it was good to get an opportunity to catch up, and reflecting on it, a sharp reminder to me to make it a point to spend more quality time with the people I care about. We had an opportunity to stretch the Jaguar F-Type's legs out a bit and be reminded that Shope is the consummate fighter pilot and car guy – unflappable, and the devil on your shoulder encouraging you to push just a little bit harder. We had a good time.

How did this come about? First, Jim was more than willing to go for a ride for the hell of it (although he did get some wheel time) and second, the invitation was extended. As I look back on some of the better road trips I've had with my friends over the past few years, George McHarris, Brian Naas, Bill Wellbaum, Pat Klenk and others, they have all started with an invitation and the extension of friendship and comradery. That was followed by a willingness to spend the time, a likely interest in the car itself, and something that is often tough for car guys, a willingness to be a passenger. I would urge everyone in the club to consider ride sharing. It's a great opportunity to get to know somebody better, catch up with somebody and make new friends.

Further to that, if you have an extra ride, and know of somebody who's car may be down on its heels, offer to lend that person your car. The cars aren't doing the club or the hobby at large any good sitting in your garage. The cars bring smiles and enjoyment to all who see them. They are real attention getters and the "bright shiny object" that attracts people to the BACLV. I've been granted opportunities to drive Shope's Healey and Ibsen Dow's TR3 when my cars were temporarily out of service. I've played that forward by loaning my TR3, Morgan 3-Wheeler and most recently, my TR6 was able to make the Highland Games under the able driving of Dave Ogle, despite my absence. Despite the fact that I wasn't driving, I was happy to see the cars being used and enjoyed.



Editor—Jonas Payne's new toy, his Jaguar F Type S, sitting nicely at the Gunlock State Park reservoir before he and Jim Shope flew it back home. Come fly with us!

Cover:
A Lotus 11, Le Mans Legend
2015 Drivers: David Cooke,
Neil Twyman.

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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 .

May Birthdays

Dick Schneider
Cat Biler
Jim Oswald
Steve Kilgour

June Birthdays

Barry Lagan
Jeri Williams
Jim Lefler
Steve Kennedy

Drew Lupson
Rosanna Johnson
Daren Saunders
Fran Maioran
Jim Turnwall
Donna Saunders
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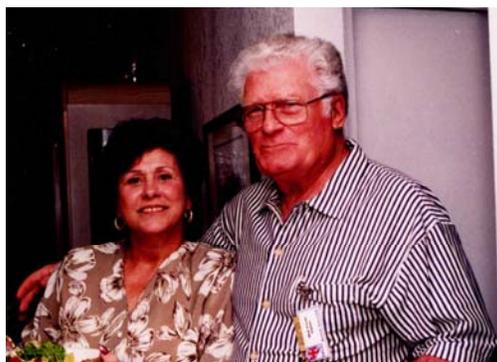
May Anniversaries

Bill & Katrina Goodman
Sallie McClary
David & Pat Kunde

June Anniversaries

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

In Memoria, Dick Levan



Dick and Joanne Levan

It is with great sadness that I inform the BACLV of the passing of one of our longest serving members, Dick Levan. Dick passed away peacefully on February 26, 2019. Dick was one of the early members of the BACLV when the club was founded in the 1990's. Folks that were around then including Julie Dow, Dick and Bonnie Schneider and the Wellbaum's fondly recall that Dick and his wife Joanne were the backbone of the BACLV, taking on every task that was required. His daughter Rhonda has fond memories of club events and making coats for the original members of the club.

Dick served as an Accountant for the DOE and continued to work for them as a consultant long after retirement. Although he drove an MGB (which ultimately moved on to our own

Doug Sharp), Dick was a dyed in the wool Jaguar enthusiast. He loved his XJS and was a serious automotive enthusiast, returning to Las Vegas to attend SEMA often.

JoAnne passed away in 2000, and although Dick moved to PA, the BACLV was never far from his heart. He kept a BACLV Grill Badge on his mantle and he maintained contact with the club, often contacting the Spanner Co-Editor to express his continued enjoyment with receiving his monthly update on our exploits.

God Speed Dick on your next journey. The Road Goes On Forever.

Bill Wellbaum, Membership Chair

Jonas Payne, President, BACLV

From the Editor's Desk

Hap Polk & Pat Klenk

This is a difficult editorial to write with the loss of Dick Levan. I never met Mr. Levan, but have long heard the name spoken of by members such as Bill Wellbaum, Julie Dow, Dick Schneider and a few of the established members of the BACLV. It is always difficult to consider what the meaning of this loss is and how it impacts the BACLV in general. Its impact may not be evident to the membership in general, few of the members can point to one item or another and attribute that to Mr. Levan, but there is a tone that resonates throughout the club because of members who have left their thumbprint on who we are and what we do as an organization.

Individuals such as Ibsen Dow, as well as Dick Levan, began this organization with a vision and direction. They are instilled in our genetic make-up. Stop and think about how the BACLV is a balanced mix of car club and social club. This attitude has brought the BACLV a longevity that few other "car clubs" have come to enjoy.

When we consider a direction for the Club, when we look at the Board of Directors, or SPANNER editor for that matter, we as a group need to consider whether or not the

values instilled by the individuals that originally brought us together will be advanced or ignored. We each need to reflect on where the BACLV is at and where it is going. Is this where we want it to go? Is this what brought us together?

I am neither detracting or promoting any person or persons. Likewise is this a commentary on where the BACLV is at or headed, that is your own perspective. All I am saying is as an individual we each need to find our own voice and mind, consider what the history is and where the future of the British Auto Club of Las Vegas lies.

At the meetings and events, if you see Julie Dow, Bill or Pilar Wellbaum, Dick and Bonnie Schneider, take the time to talk to them. Within these people are the roots of the BACLV and what has made us what we are today. Hear the values that they instilled in the club, beyond the parties that is, so those values can be instilled for the future. This is not to say that we need to replicate what was



Ibsen and Julie Dow in undated photograph

done in the past, but what is the genesis of their success and how that can be brought into the present day perspective.

The British Auto Club of Las Vegas needs to continue to evolve and grow with time and membership changes. New ideas need to be put forward, new people need to step up for the Board, Committees and events. But just like many large, expanding corporations that are adapting to changing times, we need to maintain our core values, do what we do best.

Pat Klenk

St. George & Vicinity Run: 2019

By Margaret Klenk, Photographs by Hap Polk, except as noted



The escape of the BACLV and British Iron Rebels—on the road to Ivins, Utah with eager anticipation of what is around the next corner—Photograph by Dr. Shelley

Pat and I are just back from our excursion to Ivins, Utah, a bedroom community just outside of St. George and, while only 121 road miles away from Las Vegas, it seems like a million miles away from the daily grind. This was our fifth time driving the “loop”, and we were not disappointed. We relish the idea of introducing people to new locations that have a “wow” factor and are a daytrip-distance away from Vegas.

Early is early on a Saturday, and while 7 am on a Saturday is certainly an early start for a club event, it’s a great time to meet-up for a 7:30 departure - there’s a chill in the air, the smell of coffee circling the group, and fewer trucks I-15 to dodge. We were able to avoid the keystone-cop effect experienced last year (you had to be there), and were actually able to corral everyone, get the instructions out, and hit the road on time.



Margaret Klenk hands out maps, phone numbers and other necessities for the 2019 St. George run to Ivans to Dean Barnes, Kenneth Baker, Al Seminatore, with Dr. Shelley looking on.

Joining us on this trip were some newcomers, Dr. Shelley and Denie, fearlessly driving their new 1963 Austin Healey (formerly owned by Mort Zwick). Along with Dr. Shelley & Denie, the group included three riders from the Brit

Iron Rebels and ten other BAC members, six of whom drove their British Cars. We had quite a variety – the Big Healey, two Lotus Elise, a couple of Minis, and rounding out the group, three British motorcycles.



Denie and Dr. Shelley with their newly acquired Austin Healey 3000.

Jonas Payne and Jim Shope made their first stop at the Reservation, where Jim took the wheel on Jonas’ new Jaguar. We all met up at our first stop in Mesquite, circling the McDonalds parking lot for space enough for our group, this stop was 90 minutes out Las Vegas and provided a welcome break. We gathered everyone together and gave another round of instructions, then we were off for our first “wow” destination, Gunlock State Park, home of Gunlock Reservoir.

In the approach, we saw smartly placed cows on the side of the road just watching us roll on by and, if you looked left quickly enough, you were able to catch the waterfalls pouring out of Gunlock Reservoir, elusive display during the recent draught. It is truly special to actually see the waterfalls, falls that create natural swimming holes in the area which appear to be a magnet for locals seeking respite from the creeping temperatures.

We cannot overlook the paddle, and how the club’s recent trips have ended paddle-free.



Lisa and Derek Schneider taking a quick stretching of the legs break at the Mesquite stopping point.

Simon James’ TR8 conspired to change this. Everyone hopped in their car, next stop Veyo Pies, including Simon James. He hopped in his car, turned the key, and it was a no-go. He hopped out (well, kind of), opened the boot, jiggled something, hopped back in the car, turned the ignition and - it started. The paddle awaits another driver on another day. Crisis averted, off we all went toward Veyo Pies.

Leaving the Reservoir, we snaked through the



Simon James getting ready to find out if he will be the next proud owner of The Paddle, an ignominious honor indeed.

(continued on page 5)



Gunlock State Park, a stop to see the beauty that is Utah, hidden treasures abound, the recent rainfall filled the reservoir and turned the desert green.



In admiration of the beautiful bikes of the Iron ebels with an unbeatable backdrop.

little town of Gunlock, nestled in a quaint little (very little) valley, and then, another hairpin turn to lift us out of the valley onto a plateau where we found Veyo Pies. Alas, Veyo Pies is a main attraction for bicyclists, motorcyclists, and Saturday drivers, filling up the parking lot and leaving no space for our group. So, without stopping and tucking it away for a future trip, we headed for our final destination, Ivins and the home of Xetava Gardens Café in Kayenta Art Village.

What would any trip be without a U-turn? This part of Utah seems to have a penchant for installing traffic circles, an idea which works perfectly in a traffic engineers model worked out on a computer in a cubicle, but is a real pain for out-of-towners donning reading glasses and prone to motion sickness (Margaret). We had three to get through!



Do watch out as a group of hungry BACLVer's head to lunch after a ride through southern Utah; they can be a mean bunch when not fed.



Love those Utah roads, just watch out for the occasional cow strolling across the road giving you the evil, big brown eye.

Yep, you're right – we went round and round in the second circle and spilled out on the wrong exit, a street where, I'm told, a woman who was sitting on her front porch waved as our parade of 11 cars and three motorcycles passed her front porch. I believe this qualifies as our trip's "keystone cops" moment. No way out here, we had to U-turn it, receive more waves from front-porch-lady, and head back into the traffic circle, but with a correction we made it out. After a few more traffic circles (no kidding), we drove through downtown Ivins, such as it is, meandered past some residential neighborhoods and ultimately, arrived at the Xetava Café.

Ok, another "keystone" moment was when we actually missed the parking lot for the Café and parked well, somewhere else – but close. This caused us to collectively meander through the little Village of Kayenta following our noses to the Café (something smelled good!). We all veered the right, then corrected and veered to the left, and found the Xetava Gardens Café.

It's a neat little place, tucked away in a little Village we never knew about on the corner of a town we never thought about—we were not disappointed. While we all could not sit together, the host did seat us in groups as soon as we arrived, thankfully ahead of the ever-growing line behind us. There was no waiting, some of our group sat inside and some outside, but they seated us all. The café had cold beer and good food, key elements to a good time. What more could we ask for?

Pat and I spent the night at the Inn at Entrada located in that town we never heard of, and we left on Sunday after lunching Xetava. We headed to Gunlock Reservoir for a walk along the perimeter, contributed \$5 to the Utah State Park system, went looking for a trail take us along the reservoir's perimeter, where we could see all those other people walking. However, we were in the wrong parking lot (what, again?). Deciding that gravel parking lots are not for our Lotus, we decided to just head back to LV. Our trip to LV was uneventful except for those darn cows – this time crossing our path causing a traffic slowdown. They waved us through and

(continued on page 5)

off we went.

Thanks to all who braved the early morning start, the chilly air, the sometimes-confused leaders of the pack, the traffic circles and U-turns to allow us to take you on one of our favorite daytrips, complete with some "wow" moments.



Our rather fun mates from the British Iron Rebels. If it is British and has at least two wheels, they are on it...a great bunch—Larry Simpson, Colin Haynes and associate from the Iron Rebels.



Al and Pat Seminatore ponder the selections for lunch in Ivins—never a couple to let the grass grow under their feet.



Gee, Neal and Maggie Westfall seem to be having a really bad time of it, yeah.



A little bit of art and illusion— is it real or did we have too much beer?



One kind waitress serving Dave and Pat Kunde, Neal and Maggie Westfall and Margaret and Pat Klenk. So who is ordering first?



A good drive, great company and now a fantastic lunch. What more can Ken and Francoise Baker and Phillip and Shelley Menser ask for? Oh the beautiful sky, red mountains and friendly surroundings aren't bad either.

HIGHLAND GAMES: 2019

By Jim Oswald, Photographs as noted



The Water Tower at Tule Springs Park, one of the original buildings from the Tule Springs Ranch built in the 1940's—Photograph by Jim Oswald

Ahh! Spring is here and the Highland Games just adds to the Splendor of the Season. Its the Celtic Tradition of Dancing, Music, feats of strength, Food and Whisky that give you a sense of your connection to the world.

The number one reason I love these Games is the Location. Tule Springs Park (Floyd Lamb) was my childhood playground with my Family. In the 60s and 70s my sisters and I played along the Lake chasing ducks, geese and peacocks. It is just a reminder of Old Las Vegas and how remote this park seemed as we set out for a picnic.

The Club met at the McDonalds on Durango. A gathering of Classic British Cars is certainly a stark contrast to the modern parking lot. The night before I had asked Brian Naas to be a backup host in case my car does not

make it. What was his exact reply? I quote "Oh great, ask the guy who is always 10 minutes late. Is this your way of teaching me the finer points of timeliness?" He showed up on time and we started to move after breakfast and conversation.

As we lined up outside the gate, I looked back and saw a long British snake-like procession of cars about to enter a Scottish Mini! It was nice to see Ron and Judy Sandgren with their (Grey and White TR6?-not sure it was there) along with there grandson in a cool Mini Car Stroller. Pat and Dave

Peacocks were running amuck and distracted this year. There was one menacing bird on the tower looking down all day. Perhaps if he had the opportunity he would have pounced on Jim Shope.

Neal and Maggie Westfall showed up in their Lotus. It is always fun to have them around. Charles Williams showed up in his Classic Mini! It was nice to see Ron and Judy Sandgren with their (Grey and White TR6?-not sure it was there) along with there grandson in a cool Mini Car Stroller. Pat and Dave



Gates open, the BACLV and Iron Rebels rush forward for parking spots, and just the right spot for the best viewing—Photograph by Hap Polk

As we parked and lined up our cars inside, Gary Martin parked in the back with his British Motorcycle. It is nice to see a member from the British Iron Rebels. Steve and Aly Kennedy set up a nice tent covering and it served as home base for members escaping the sun. All the Austin Healeys parked under the trees and stayed comfortable all day long.



Once again Kevin showed up to display his fine colors. He did keep a close eye on the wild bunch from the BACLV—photograph by Hap Polk



The early morning gathering for the trip into the park, all hoped the gates were open and all ready to go—Photograph by Hap Polk

Kunde, the Bakers, Bill Hurley, Brett Harris, the Hiestands, the Headricks and the Rooneys showed up. I think Cleone Johns and Vaugh Richards were there. Thank you Hap and Millie Polk for taking pictures. Last but not least- everyone else that was there!

The weather was comfortable and at a distance one could see snow on the mountains. A perfect day! What a nice time!

(from page 7)



Seems like Wesley Sandgren likes his Mini better—
Photograph by Hap Polk



Gary Martin's Triumph motorcycle makes a statement for the Iron Rebels—Photograph by Hap Polk



A new addition to the club, a pre-1974 MGB finding company with Jonas Payne's TR6,
Brett Harris' MGB and Gary Martin's Triumph bike—photograph by Hap Polk



Millie Polk, Maggie Westfall, Judy Sandgren and Cleone Johns
discuss the fine points of suspension tuning....yep, sure—
photograph by Hap Polk



Cleone Johns' sparkling Jaguar XJ; a first for the show—photograph
by Hap Polk



And that is all folks, the event host, Jim Oswald and a line of lovely British machinery—photograph by Hap Polk

OLD PHOTOS

From Jonas Payne

BACLV Friends, several years ago, as part of a "club document" exchange related to Officer's "Changing of the Guard", I received about 8 bankers boxes full of BACLV stuff. It has been living "rent free" at my house for about 5 years now, and it needs to go.

Over the past few years, we have sorted much of it with the help of other club members and discarded the stuff that had no value or significance (Rally instructions, 20 year old bank statements, and Restaurant Menus from the 1990's for example). 2 of the boxes included about 1,000 old photographs from the 1990's and early 2000's.

These photos have been gone through by vari-

ous club members (Thank you Ron and Dottie Courturier!) in an attempt to identify people and events in the photos. Despite these efforts, a significant portion of the photos are of people and events that nobody knows or remembers.

As stated at the April Membership meeting, these photos are "free for the taking" for any members who would like them, and we will be bringing the photos to events and meetings for the next few months so members can pick through and take as they see fit.

It should be noted that the photos will be moving on to a disposal facility in November of 2019 unless another member would like to "archive them". I would urge anybody who is interested to contact your club officers to coordinate opportunities to pick through them and take what you would like.



Jonas Payne getting ready to run an autocross in Lancia Light, what was it? 56 Seconds?—Photograph, Public Realm

A FEW PHOTOGRAPHS FROM THE HIGHLAND GAMES 2019



A row of shiny British automotive history greeted the visitors at the Highland Games without a drop of oil among them—photograph by Neal Westfall



The Williams' Classic Mini's 1100 cc power plant with added oil cooler—photograph by Hap Polk



The MGB of Brett Harris was looking brand new with new paint and all the trim— photograph by Hap Polk



Jim Shope, Steve Kennedy and XXX XXXX discuss the fine points and complexities of the William's Mini—photograph by Neal Westfall



The ever popular Triumph TR4 of our host, Jim Oswald—photograph by Neal Westfall



MG's are making a resurgence in the BACLV with the new addition of this post-1974 and a half MGB— photograph by Hap Polk

BRITISH AUTO CLUB OF LAS VEGAS

Proposed By-Law Amendment

Proposal to change secretary position from 2 year term to 1 year term

Historically most positions on the BACLV board were two year positions; Secretary, Treasurer, and Vice President/President. The President and Vice President positions have been changed to one year positions after a vote from the membership.

In order to encourage more interest in the position of Secretary the proposal now is to change the term to one year.

Proposal to change secretary and treasurer position term year to serve from July to June

Historically most positions on the BACLV board were two year positions, terms of the president and vice president were off-set by one year from the secretary and treasurer. This was to ensure continuity of information and projects undertaken by the board.

In order to maintain some continuity during the Board transition the Proposal is to change the secretary and treasurer terms to run July – June. There will be no changes to election process. Candidates will be elected at the end of year elections, but will not take over position until July. For Treasurer’s position this is to allow for all Statutory filings to be complete for the previous year prior to the change of position.

This would mean that current Secretary and Treasurer would serve until the end of June 2020.

Current Article IV Article 3 Policy/Language:

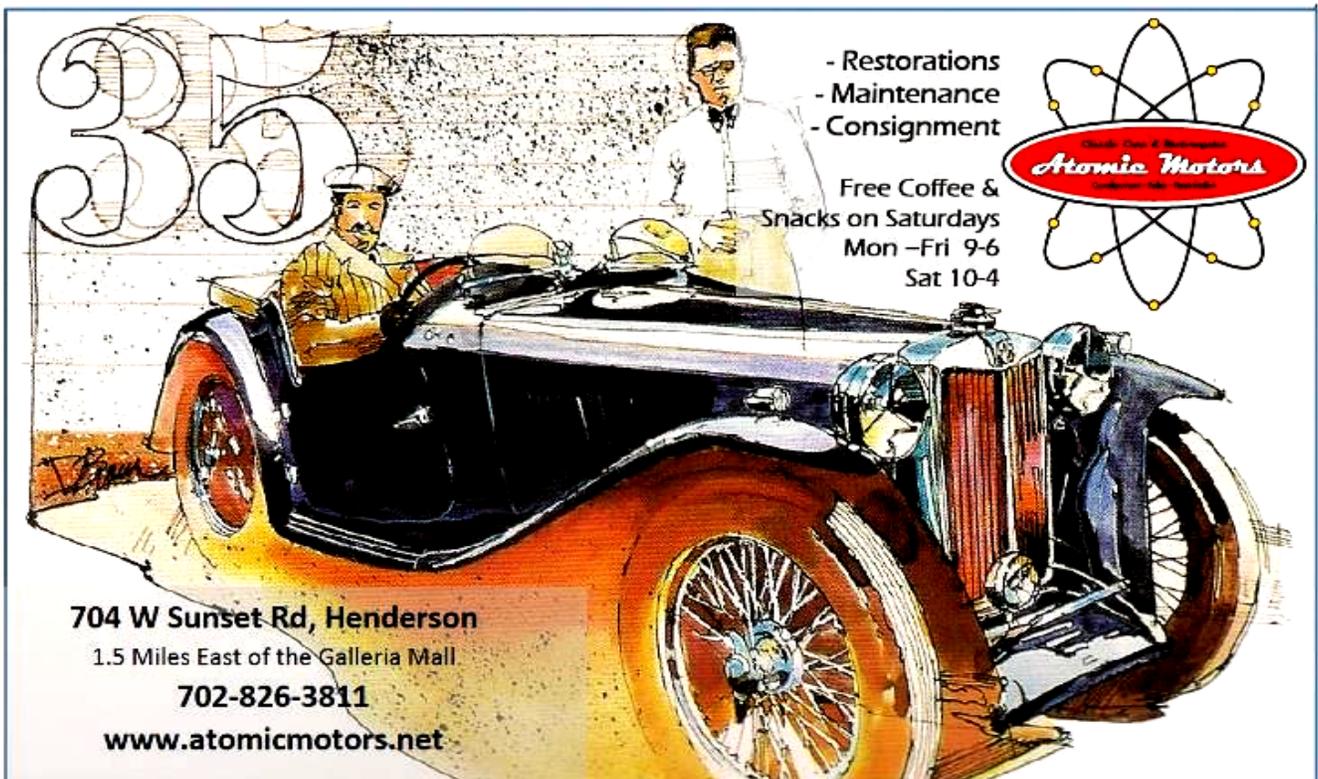
“The term of the office shall be one year for the President, Vice- President and Officer-at-Large. The terms for the Secretary and Treasurer shall be two years. Voting for Secretary and Treasurer however will alternate annually. ”

Proposed Revision:

“The term of the office shall be one year for all positions. Voting for all positions shall occur annually. Term of President, Vice President and Officer at Large shall begin on the 1st of the year. Term of Secretary and Treasurer will be deferred until June 30 to insure continuity of the board during the transition of one Board to the next.

EDITOR’S NOTE—Second Printing. These proposed changes to the By-Laws of the British Auto Club of Las Vegas are being put forward for ratification by the General Membership by the Board of Directors. They will be read and voted upon at the General Membership meeting and the By-Laws are not altered until such time as they are so ratified.

If you have questions, or require clarification of any of the proposed By-Law changes please contact Jonas Payne, president@baclv.net or the Secretary, secretary@baclv.net and they will respond accordingly.



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Upcoming Events

May 2019

26th Indy 500 Party/Informal Membership Meeting—Hosted by the Couturier's

June 2019

1st Father's Day & Mt. Charleston Run—hosted by the Seminatore's

12th Board Meeting - Location To Be Announced

30th Monthly Membership Meeting at Wildhorse Golf Course

July 2019

14th Beat the Heat—Red Rock Cruise—Michael & Rosie Johnson

17th Board Meeting—TBD

19/20th Hofbrauhaus Evening—hosted by Brian Naas

28th Monthly Membership Meeting at Wildhorse Golf Course



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