



SPANNER

FEBRUARY 2021

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.

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**President's Message**

By Michael Johnson

What a great weekend! Spent all day Saturday with our BACLV friends and cool cars driving and the TR8 made its longest drive since we brought it home, almost 150 miles! Then I rebuilt some SU carbs, the Golden Knights won TWICE and Valentines Day with Rosie! Seems like small things by themselves, but all this good in one weekend, WOW!

Welcome to the 2nd edition of the Spanner for 2021. We have completed two great events and March is looking like a very exciting month of events and Dr. Shelley and Denie Hiestand have a surprise for us on April 10th, take a look at the events section to see.

In a typical year, we would have had a gathering to spitball club events for the year and give everyone a chance to get their ideas on the calendar. With the lack of monthly membership meetings and social get-togethers, we have missed this step. February is no exception, we will be without our meeting again. This time for good reason, disc (Frisbee) golf! I would like to invite all of you to share your thoughts and ideas for keeping all of us in our cars and driving. Have an idea, found a great road that we all need to drive? Please let Charles Williams or I know and we will schedule it. Don't get me wrong, I drive my cars nearly every day, when the Lucas flu doesn't get them sick of course. I would rather take a Saturday morning cruise with a bunch of friends and other cars that need to be seen any time. I am happy to help you host an event, it's rewarding and easy.

I hope you enjoy this issue of the Spanner and feel inspired to get in your car and drive or spend some time on a repair or upgrade and please make sure to share what's happening in your garage.

Cover: Kevin and Marian Rooney's Aston Martin DB9. Photo by Ron Sandgren

REMEMBER TO PAY YOUR 2021 DUES

Dues are \$50 per year for each family, honorary members excluded. The club returns these dues through activities we enjoy together.

PayPal via BACLV.net web site

Cash or check hand delivered to Dave Kunde

Check can be mailed to:

BACLV
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Henderson, NV 89009

Make checks out to
"British Auto Club of Las Vegas"
the bank will not accept "BACLV"

Consider submitting an article to the *SPANNER*. Submissions are preferred in a non-formatted Word document, 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 .

FROM THE EDITOR'S DESK

Get Out and Drive



As I sit here in my office, gazing out the window, the sky is cloudless and temperature inching toward 70. Last weekend I was out and about with the top down and the Jag thinking “how grand is this?” For the hell of it I thought I would check the ol’ home town, Detroit. Let’s see, Detroit, 34, snow showers, cloudy for the next week at least. This after hearing of the disasters in Texas, New York, not much better there, rainy and highs in the 40’s. I talked to a Triumph Stag friend in Clarks Green, PA, his Stag is tucked in for the winter, not to see the light of day for another two months at the very best.

This, my friends, is the very best time of the year, you can climb into your British car, start her (or him) up and hit the road. Don’t let it sit there with the seals drying out, change the oil, fill the tank and drive.

A couple of weeks ago Margaret and I drove the Lotus on the run to Nipton with the BA-



CLV. Do read Jonas’ article on the run, great photos, too. It was great to see many of our friends, some without their top, enjoying the warm sun. It was a little breezy, but is that not what motoring is all about? The 3000 crowd, Kelly, Shelly and Jim (are they a rock group?) found their way and landed with smiles and great cheer. Kevin brought his beautiful DB9 coupe out (finding its way to the cover shot, thank you Ron). El Presidente (best known as MJ, or Michael) finally got the TR8 off the lift (seems to spend more time in the air than on the ground there Michael) and showed how it ran without a flaw. Brett was there with his shiny MG and a huge grin bigger than the front grille, nice job Brett. The ever steady Simon just kept on rolling in his TR6 (did you have your shoes on Simon). Jonas had his TR6 running without issue as the host with almost the most. Well Margaret and I just sort of rolled into and then out of the Elise (it is amazing I can still wrap my knees behind my ears so I can get out of it). It was a great time in the thriving metropolis of Nipton, and no you cannot buy the town anymore, it is sold.

The moral of the story is get out and drive the

Triumphs, MG, Austin Healey, Aston Martin, Mini, and whatever other piece of British engineering you may possess. This is the time. Along with the driving pleasure is the comradery of the British Auto Club of Las Vegas, the many personalities, stories and adventures. We are not quite there yet, we still need to deal with the pandemic and the restrictions it brings, but the light is there. Luckily the light is not Lucas, so it is shining brightly and steadily. There is still the opportunity to get in touch with your favorites in the BACLV and venture out seeking new experiences on the road. Discovery of new places, some of which you can share with the BACLV, or if you are really daring, feel free to write an article for the *SPANNER*, always welcome of course.

Until the world re-opens for gatherings, and the social distance once again becomes one’s “personal space”, Judy and I will continue to try to tempt you by presenting articles from the BACLV events, and the occasional article from outside of the club that will help keep that fine piece of British engineering on the road for those great adventures.

Pat Klenk



Phoebus Driving his Chariot

All photos courtesy of Public Domain <https://commons.wikimedia.org/>

March Birthdays

Marcia Baggs	Brendhan O’Bryan	Gary Martin	Terry Massoth
Yvonne Vamos	Brett Harris Lupson	Robert Reynolds	Lorraine Smith
Joseph Adashek	Lonny Baker	Denie Hiestand	
	Alyson Kennedy	Nelda Lefler	

Anniversaries

Dean & Marisue Barnes	Bill & Karen Hurley
Claudia & Harald Albrecht	Bonnie & Dick Schneider

NIPTON RUN

A Race Against Mother Nature

Story by Jonas Payne

Our latest “Pandemic Style” run included a +/- 120-mile loop from Southwest Las Vegas through Primm, State Line, Nipton, CA, Nelson, Boulder City, Henderson and ending up in Southeast Las Vegas. Participants’ mileage varied based on where they originated and returned to, the Klenk’s and Sandgren’s likely adding another 30 to 40 miles to the total.

Lunch in Nipton was uneventful. The town was “closed” but the bar/restaurant outdoor dining space was available for our use. The weather forecast has been promising, and when we started the weather was cooperating quite nicely. Five of us had our tops down but by the time we got to Nipton storm clouds were on the horizon, literally. The wind picked up and the temperature began dropping. The return portion of the trip became a race against mother nature. It should be noted that all the folks with their tops down decided to proceed and risk the weather.

About 10 miles south of Boulder City things

started growing very dark and it started sprinkling. Looking west over the southern part of Las Vegas, the sky was looking quite grim indeed. Michael and Rosie got a chance to try out their windshield wipers a few miles from home. Brett Harris got trapped in a “mini-tornado” in the Spaghetti Bowl. I was doing pretty well until I got off the highway at Valley Verde and the 215, at which point the heavens opened up and I got soaked. As luck would have it, I hit a red light at every traffic signal for the remainder of the trip. I did observe that the windshield wipers on my TR6 are “surprisingly effective”.

Oddly enough, Kelly Tourek and Jim Shope, who were about 10 minutes behind me and using the same route did not see a drop of rain. Go figure.

All things considered, it was still a great drive and it was fun to see everybody. We had 25 members show up and everyone appeared to be having a good time. Hope to see you at an event soon.



One of our favorite places to gather, the parking lot at the M Resort has plenty of room to socially distance. Photo by Ron Sandgren.



So many beautiful LBCs. Photo by Jonas Payne.



Jim Shope takes a closer look at Shelley and Denie Hie-stand’s Austin Healey. Photo by Ron Sandgren.



It was a lovely, even if it was a bit windy, day. Arrival time was perfectly timed for a lunch stop. Photo by Ron Sandgren.



Jonas Payne welcoming all the club members and giving instructions for the drive. Photo by Ron Sandgren.



Nipton has many interesting pieces of art and a comfortable patio for picnicking. Photo by Ron Sandgren.



Denie Hiestand Kelly Tourek share blanket to fend off the cold



Michael Johnson describing the latest work on the TR8. Photo by Ron Sandgren



Judy Sandgren had to hold on to her hat while conferring with SPANNER co-editor, Pat Klenk. Photo by Jonas Payne.



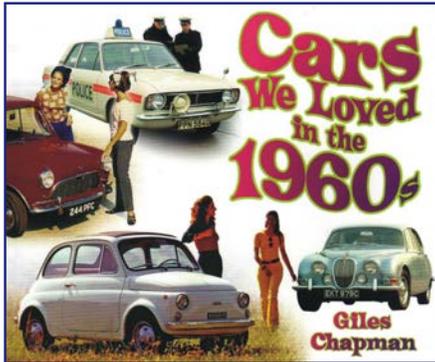
Shelley Hiestand interviewing Jim Shope. Photo by Ron Sandgren.



Simon James found a nice shady spot to park. Photo by Jonas Payne.

BOOK REVIEW

Cars We Loved in the 1960s



AUTHOR: Giles Chapman

PUBLISHED: 2014, History Press www.the-historypress.co.uk

By Ron Couturier, Tech Editor

Giles Chapman's *Cars We Loved in the 1960s* is a small book in size but certainly not in content. It contains an vast amount of information about British and European cars of the 1960s which is certainly a wonderful slice of nostalgia.

Giles Chapman is no stranger to the world of classic cars as he is an award winning writer and commentator on the automobile industry, its history, and the culture of cars. He has written more than 15 books about cars and has in the past been the editor of the best-selling magazine, *"Classic & Sports Car"*.

Cars We Love in the 1960s is a unique blast from an era when British car companies such as Austin, Triumph,, MG, Jaguar, and Lotus built cars that were stylish and an absolute blast to drive. Car companies were also producing stylish and elegant family models such as the Ford Anglia, Rover 2000, Jaguar Mk 2 and the Triumph Herald with its slick lines. The book is well illustrated with colorful period photos of cars and classic automotive product advertisements that bring that era back to life.

Giles Chapman's book also recounts life on the roadways in Britain in the 60s with period photographs showing the traffic clogged commercial areas and trunk roads, controlled by the government since a legislative act was passed in 1936. These trunk roads ran between major towns and cities. The Ministry of Transport annual inspection act of 1961 is also covered. The mandatory MOT annual inspection was called a "10 Year Test" for all cars and light vans that were ten years old or older. The test checked brakes, tires, lights, and steering. Before vehicle



The A50 Cambridge body was revised, mainly around the boot and rear window, to form the new Austin A55 Cambridge. Photo: Public Domain https://commons.wikimedia.org/wiki/File:Austin_A55_Cambridge_side.jpg



1961 Triumph Herald, European Motor Show Brussels 2006. Photo by Walter Vermeir Public Domain https://commons.wikimedia.org/wiki/File:Triumph_herald_1961_060117.jpg



1965 Ford Anglia Super Taken during the Warwick Classic Car Show. Photo: Public Domain https://commons.wikimedia.org/wiki/File:1965_Ford_Anglia.png

inspections became mandatory, Britain's roads were the too often familiar scene of "death trap" vehicles occupying space on roadways which were a danger to motorist. As a result of the MOT test being introduced the older second hand cars failed to pass the inspections literally by the thousands

and scrapyards boomed. Giles Chapman's book is a fun and informative read. He has a genuine talent for transporting the reader back in time and describing how the people and their lifestyle was like in Britain during the 1960s. If you are into British cars—This book should be on your book shelf.

BACLV Members Participate in Drive Your Triumph Day

By Judy Sandgren

A number of years ago, Rye Livingston with the Triumph Travelers Sports Car Club in Northern California, encouraged members of the club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today. Last year he received about 350 photos from all over the world. This year there are over 500 photos on the site so far. Just looking at the first few images there were representatives from Poland, New Zealand, Canada, US, Finland and more.

The concept is straightforward. On February 10th every year, Triumph drivers go for a drive. It can be a scenic drive on a country road or out to lunch, to the market, to work, wherever. It can be alone or in a big group from your local Triumph Club. Drivers can go alone, with a spouse, buddy, child, grandchild or a dog; then they take a photo. The photo is mainly of the car, and the owner if possible, ideally in front of a cool spot, landmark, scenic view or in their driveway. If it's the middle of the winter and the car is in hibernation, or in the middle of a restoration, it's okay to take a photo of it anyway.

Next step a high-resolution photo is emailed to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos are then published not only in the Triumph Travelers Sports Car club newsletter, and in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

Take a few minutes and look through the site. You will see many beautiful cars, including some from our own members.



Bill Hurley - TR6



Ron Sandgren - TR6



Jonas Payne - TR3



Bill Wellbaum - TR6



Improving the Appearance of Worn Knobs

Story by Michael Link, Contributing Editor to the Stag News

When you look closely at your interior console area knobs, are you happy with them? How does their appearance correlate with the rest of your interior? For a long time I've been unhappy with mine. There have been several issues for me when it comes to the Stag's knobs.

First is the wear on their faces, of the painted-on letters and circles. The white paint wears off, even though care is taken to not put fingers on the knob face while operating them. The paint deteriorates over time from UV exposure, not just from cleaning and touching them.

The second issue is the overall look of the black plastic. Despite keeping the knobs clean, they don't look as good as they should. They lose their shine and look aged—which they have, it's understandable. That doesn't change the desire to make them look better, however.

Lastly, I dislike having the wrong symbol on the face of my choke knob. The Stag's North American spec choke knob has the word "CHOKE" inside of a circle. What we get from suppliers looks like the vents on a barbecue, or worse it looks like fan blades. I've had passengers who made the mistake of pulling the choke knob when they want-

ed to turn on the heater fan. Yes, that has happened.

As I have replaced the choke cables over the years, I have saved the original knobs. Recently I dug them out of their boxes, committed to being able to reinstall one of them, so I'd have the correct choke symbol. The obstacle at that point was the knobs' desperately needed restoration.

If you'd like to try to repaint the white characters on the knobs, it can be done. What I describe here is a technique for knobs where there is a cut, or groove, or engraving where the markings are; some sort of relief between the general surface of the knob and its markings. You'll have to remove the knob from the car for this. The original knobs use a spring-loaded pin to 'keep' them, which is depressed through a small hole in the bottom facing part of the knob base.

You will need your patience and a willingness to do and re-do the knobs as you learn how to achieve good results. I redid one knob seven times and the other five times, to give you an idea of how much redoing I faced. The early efforts showed me how much solvent the paint could tolerate before coming off, how much (or little) rubbing

was required, and trying various techniques where some worked better than others.

Be patient, you'll get there, just keep at it and don't expect to get it done with your first attempt or two. Part of this is setting your expectations. You'll notice my knobs are not perfect afterward. I decided to stop at this point and not re-do them once again. Once installed we don't look at the knobs' paint with a telephoto lens, like I used in my photos. The preference for perfect can get in the way.

You'll need a small amount of Mineral Spirits and you'll need a can of white spray paint, something durable that will stick well to plastic. I used Rust-Oleum with 'primer plus paint' that is advertised to also stick to plastic and has twice the usual coverage.

Clean the knob face where you're going to paint, a little mineral spirits or similar non-aggressive solvent to remove whatever may be on the knob. Be careful to not saturate the knob face, or what original paint you have on your knobs will be removed too; a little solvent goes a very long way. Follow that with a thorough wipe with a clean paper towel. Tape off the edges of the knob's face, its sides and back parts, to protect them from overspray.

Spray the knob faces with the white paint. Paint the knobs enough so that you have a nice-looking coat of paint. You're after filling the grooved or engraved recessed characters and shapes to have a nice coat. Once the paint flashes or sets, remove the tape before the paint completely hardens. Allow the paint to thoroughly dry before moving on to the next step, at least 24 hours.

Fold a blue paper towel into fourths. Put a small amount of mineral spirits onto the center of the paper towel, do not soak it, but get it fairly damp with the remainder of its surface remaining dry. Place the paper towel on a firm surface with a little give to it. I used a foam sanding block, which worked well.

Grasp the knob, hold it face down. Rub the painted knob surface back and forth across the wet and dry sections of the blue paper towel. After a couple of times across the wet part, wipe it on the dry part. The paint will soften from the mineral spirits, so be very careful, you must keep a close eye on what's happening. Holding the knob in one hand while using a fingertip from the other is effective for a more detailed focus of effort, once you've gotten the initial rubbing done. The wiping will remove the paint from the highest points of the knob, leaving the paint in the lower parts that ha-

ven't touched the paper towel—to a point. Too much contact with the solvent and the paint will all come off even in the recessed parts that haven't touched the paper towel.

As the knob is rubbed on the paper towel, you'll see the paint starting to thin and the black plastic beginning to show through. Before too much is removed, you might consider this. I found that by the time I got the paint off around the lettering, I had ruined or removed much of the circle. What worked in the end was to begin the wiping, then once the paint was softened, I stopped the rubbing across the paper towel, then began to use a fingertip followed by using the tip of a toothpick. I first wiped the toothpick across the wet part of the paper towel, then using the tip, found it was able to remove the paint in a more precise manner. This worked fairly well.

Once you're done and the knob's painted characters appear acceptable, be careful, the paint is soft. Allow it to thoroughly dry. I put my knobs in a 170-degree oven to bake the paint dry for 20 minutes. Otherwise leave the knob to dry for a few days before you handle it.

Next, shine the knobs with a plastic polish. There are many plastic polishes on the market, sold for differing uses, but any should work. I suspect they're the same product

with different levels of coarseness/aggressiveness, marketed with different labels for various applications. Whether you have convertible window scratch remover or powder coat polish, they're both for plastic and they'll shine up your knobs. It only takes a few minutes, and it's amazing how much better they'll look for the little bit of polish. Take care when polishing adjacent to the knobs' markings, try not to polish over the paint, just the black plastic is the goal here.

Install your knobs and enjoy the improved appearance. The choke cables without knobs we can buy now are not made to hold the original knobs, but they do fit, they just don't have a way to attach or 'keep' the knob. To attach my original choke knob to the choke cables sold in the past ten+ years, I used Permatex Ultra-Black gasket silicone, it has excellent adhesive properties.

Now passengers won't grab the choke knob to turn on the heater fan. All the knobs are the correct spec and look much better. It was definitely worth the effort.

The Triumph Stag Club, USA

Reprinted with permission from the Stag News, Issue 110, Winter 2021 Quarter

Visit TSCUSA.org for more information on the Triumph Stage



1 You will need a can of durable white spray paint that sticks well to plastic. 2 Paint the knobs with a nice-looking coat of paint. 3 You will need patience and a willingness to do and re-do the knobs as you learn how to achieve good results. 4 Once you're done allow it to dry thoroughly, the paint will be soft. 5 Install your knobs and enjoy the improved appearance.

British Invasion show with the Vintage Motorcycle Club of Las Vegas

Saturday, March 6th, 2021 6 a.m. -2 p.m.
followed by a cruise to Goodsprings

Joining our two wheeled friends (the Vintage Motorcycle Club of Las Vegas) at the Cars and Coffee on Eastern for a British Invasion. This is the 2nd annual for the motorcycle club and hope to make this joint event an annual thing!

Location: Twin Peaks parking lot 9510 S Eastern Ave. The corner in front of Twin Peaks, last rows toward traffic light on northwest corner

Time: 6 a.m. to get our cars and bikes all together. (we will do our best to hold some spots for later arrivals) the show ends at 2pm, However, I will lead a cruise out to Goodsprings via the back way and Las Vegas Blvd. at 11:30am

Bring lunch, beverages and chairs

RSVP: Visit BACLV.net or email to Mjohnson@eventdojo.com



British Auto Club of Las Vegas presents
the Annual

St Patty's Day Rally Saturday, March 20

Arrive – 8:15 a.m.

Driver's Meeting – 8:30 a.m

First Car Out – 9:00 a.m.

- **Rally Start** – Lake Mead Crossing Shopping Center
Target Parking Lot, Southwest Corner
350 West Lake Mead Parkway, Henderson, Nevada
- **End** – The Bicentennial Park
999 Colorado St, Boulder City, Nevada



The coveted BACLV St. Patrick's Rally trophy could be YOURS!

Bring your picnic lunch, beverages, chairs and blankets for a picnic in the park!

RSVP to Charles Williams (vice_president@baclv.net)
or visit the BACLV website or send

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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2021 Upcoming Events

Watch the website for more information on all events

***SOCIAL DISTANCING AND WEARING OF MASKS
IS REQUIRED AT ALL EVENTS***

MARCH

6 Event With Vintage Motorcycle Club of Las Vegas

Host - Michael Johnson

6:00am - Meeting Location: Twin Peaks Parking lot 9510 S Eastern Ave

11:30 am - cruise to Goodsprings

Bring lunch and beverages and chairs

20 St Paddy's Day Scavenger Hunt - Pat & Margaret Klenk

28 General Membership Meeting

APRIL

3 Cruise to Death Valley Junction, CA

10 Classic Car Races, Spring Mountain Motor Resort, Pahrump

17 Cruise to St George, UT

25 General meeting at Wildhorse Golf Club



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