



# SPANNER

OCTOBER 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

It is pretty clear as of my writing this today that there is still something truly special at the heart of the BACLV that makes it resilient and will ensure its survival well into the future. With a little more clarity on safety precautions and the heat behind us, we are actually able to get out and do something. The events this fall have been very well attended, and it is clear based on the conversations I've had at these events that our members missed getting together and that friendships among the membership are strong.

Membership continues to grow, and the folks that have joined this year appear to be enthusiastic about the club. Several folks have attended multiple events (given how few there have been, this is impressive), and in this issue of the *Spanner*, Dan Strait, who joined us recently wrote an article. Thank you, Dan!

Board Members (excluding myself) and the *Spanner* editors, Webmaster and Membership all volunteered to stay on for next year, and I am pleased to note that Michael Johnson volunteered to step in as President at the end of this year. Brian Naas also volunteered to step up as a Board Member if needed. This is a great group of people and they are working hard to ensure the continued success of the BACLV. This is Michael's 2nd round on the Board, and his enthusiasm and professionalism will be a real asset as we navigate uncertainty and change in the next year.

Despite the limitations we are facing on the social distancing measures, attitudes of the folks I have talked to at our last few meetings and events remain very positive, and people genuinely want to get together and have some fun. I'm hearing some pretty creative ideas out there for upcoming events, and I'm thinking that 2021 is going to be a good year. That, however, depends on you, the membership.

Hap and Millie Polk have graciously offered to host an event planning session at their home, which has a large and beautiful back yard. Details will be announced shortly, but I would urge any and all BACLV members to attend and volunteer to host an event in the upcoming year. We have spent the better part of this year cooped up and wanting to get back to "normal". Change is good, change is healthy, it is time to embrace change and get creative. A lot of "same old" stuff we traditionally did isn't going to happen next year. That's not entirely bad, as it offers new and different opportunities and experiences. We would love to hear your ideas.

Looking forward to seeing you at an event soon. 2021 is looking bright.

**Jaguar E Type Update**

As noted in last month's *Spanner*, and as anybody who follows the BACLV Facebook page knows, I have ended up in another full restoration. As Ibsen Dow and Dick Schneider used to joke, "this restoration started with an oil change". It would be sort of funny if it didn't happen, over and over again.

**Henny Youngman:** "Dr., it hurts when I do this".

**Doctor:** "Then don't do that".

If only it were that easy, right? It was supposed to be some basic TLC to simply get the car running reliably after 40 years of deferred maintenance, and well, it sort of went off the rails, and now it's in a million pieces scattered across my shop and the continent.

*President's Message continued on page 3*

*Cover: Simon and Jane James TR6 and TR8. Photo by Jonas Payne*

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.



*President's Message continued from page 2*

Much progress has been made including body repairs and refurbishment of components. Hit a bit of a snag with the company re-plating the hardware as the time to get it done was quoted at 2 weeks. By week 7, I was getting concerned that they lost everything. By week 10, I was in a panic. It finally showed up last Sunday. Plated the wrong color. So that process is starting over again. In the interim, despite all the components being ready to go back on the car, I don't have any hardware, so it's sitting, and waiting.

## November Birthdays

Rita Bowman  
Jared Carithers

Sandy Kilgour  
Bryan Lawe  
Tony Romano

Pat Seminatore  
Carolyn Stillwell

## Anniversaries

Mitch & Yvonne Vamos

Albert & Pat Seminatore

Al & Lorene Lindahl

Daniel & Lorraine Smith

### FROM THE EDITOR'S DESK

## Commitment to a Goal

Jonas Payne spends hours under his (British car of the hour – Jag, Austin Healey, Triumph TR6, you name it he is under it), Michael Johnson, likely the same (especially since he acquired the TR8), Brian Naas and his Spit, so on and so on. Look at the Board of Directors for the British Auto Club of Las Vegas; some have been there for years. What does it take – commitment. Commitment to what you have set your mind to do, what you love to do, or a true commitment to a goal. Somehow the people in this club are infused with this little word commitment, some more than others.

This month's editorial is a tip of the hat to a person that has shown a commitment to a goal on an international level. She had demonstrated a thirst for achievement that few people have attained. This person has found a place in the Boston Marathon, a goal, one of 31,500 runners. Does not sound special until consider there are over 32,335 marathon events each year that includes 19,614,975 runners in those events. In the United States, there are about 1,100 sanctioned marathon events which include 507,600 runners last year. The Boston Marathon is considered one of the most prestigious marathon events as well as the oldest. So that puts a finisher of the Boston Marathon as one of the top 6.2 percent of the runners in the United States and one of the top 0.16 percent marathoners in the world. Folks, that is commitment through and through.

The person that has been able to show this amazing commitment is our very own Alison (Aly) Kennedy. Aly has spent the last number

of years running. Each marathon is 26.22 leg-pounding miles. She has trained for this little jog by running six, twelve, fifteen miles and more up mountains, across deserts, and through the rain. Aly faced injuries and ran them off, but one thing she could not run off was the pandemic. This year the race in Boston was delayed and then canceled. The Boston Athletic Association (BAA) did make accommodation ran the race remotely. No, Aly did not run with a computer strapped to her, nor did she race via Zoom, but the 26.22 miles were mapped out, run by Aly, and times recorded against all of the other runners out there for real. Big Brother was watching, and the route and mileage all had to be recorded verified. Aly's course took her to Long Beach and along the coast ending at Ballast Point (of brewery fame).

Margaret and I have been fortunate to have Aly share her climb to this goal with us. It has been truly inspiring to have seen this person up and out on the road at insane hours (like 5:00 a.m.), sprinting down the road knowing that she was out for an hour or so of non-



*Aly with her Boston Marathon Medal.*

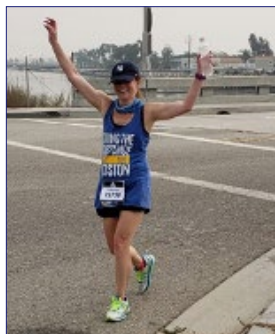
stop running, and would log another crazy number of miles during that time. We have seen the disappointment on her face when the marathon was put off. We are sure that Steve saw far more disappointment than we did, likewise, Steve was there to share the accomplishment.

You may ask why this is important to a British car club? Easy, it is about commitment (first paragraph) to an ideal or goal you believe in and to what effort you will commit to accomplishing that goal. For Jonas, Michael and Brian it is spending hours upon hours fixing, attention to detail, and quality. Their goal is to achieve the best British automobile. For Aly Kennedy, it is no different. Her goal, her thirst, was running 26.22 miles in the Boston Marathon, to be the best. After finishing, and sitting at the Ballast Point Brewery Aly was asked if she was done running. Her answer was simply "No".

What is your goal, what do you want to achieve, and are you there?

Pat Klenk

[BACLIV.net](http://BACLIV.net)



*Aly's close but not done yet, just another tenth of a mile and you're done.*



*Aly and her co-runners ready to stop after the marathon.*



# Over the Hump to Pahrump

## Run & Picnic

Story by Al Seminatore

The morning of October 11th was ever inviting. We left the house at about 10 am and headed five miles to the Mobil Station. There we meet people who wanted to marvel at the little British car. Most didn't know it was an old car but it liked anyway. We told them we were waiting for some more folks coming in from Las Vegas. So the spectators hung around. Finally, the cars began to arrive, Austin Healeys, Triumphs, MGs, Sprites, and others.

Since this year it was decided that going to restaurants and wineries was not a good idea due to COVID-19 so we decided to have a picnic lunch at a local park. We all gathered together and the route to the Park was explained. It was a drive and with Michael and Rose Johnson in their Tesla bringing up the rear. About two miles later we were at Ian Deutch Memorial Park.

We had scoped the place out a couple of weeks earlier and found that there was a covered place to sit as well as restrooms. But as it would happen on October 11th the restrooms were locked. They had been open two weeks earlier. The group decided to take advantage of the trees and picnic tables. Kelly Tourek spread a large blanket on the grass and folks gathered around. There was great conversation and our picnic lunch to eat. We spent about two hours socializing.

We missed Shelley Hiestand and her husband, Denie. Seems they never left Las Vegas due to car trouble. So they returned home under their own power. I don't think this qualifies them for the paddle though since they drove the car home.

Jonas and Kate Payne; Kelly Tourek; Jim Shope; Derek Schneider and his wife Lisa; Alyson and Steve Kennedy; Pat Kunde; Jane and Simon James were but a few of the over 12 folks who came. I am sure I missed more names than I remember but that is a function of age creeping up on me.

At about 1 o'clock everyone packed up and headed back to Las Vegas. It wasn't really hot so the folks had an enjoyable drive with the top down.



Joe Coster and Marita Dennewitz with their Triumph TR4 and Jane James with her Triumph TR8 are among the many members who gathered for the outing. Photo by Jonas Payne.



Jonas Payne is describing his karate moves to Jane James. Photo by Kelly Tourek.



Quite the line up of Triumphs and Austin Healeys. Photo by Jonas Payne.





Steve and Aly Kennedy motoring in their Triumph TR6. Photo by Jonas Payne.



Jonas Payne getting creative with his photography.



Kelly Tourek's beautiful Austin Healey. Photo by Jonas Payne.



A couple of Austin Healey beauties - Jim Shope's is the green one. Photo by Kelly Tourek.



Even though it's not a LBC, Dave Kunde and his Porsche were welcome to come along. Photo by Kelly Tourek.



Don Strait and Edick Arzoumanian are getting to know each other and talking about, you guessed it, cars! Photo by Jonas Payne.



Al Seminatore, the host of the event, met the rest of the members in his creme-colored Austin Healey on the right. Photo by Kelly Tourek.



There was a great turnout on this beautiful October day. Photo by Jonas Payne.



Mike Hanley's MGA, Don Strait's MGB, and Al Seminore's Austin Healey all lined up in a row. Photo by Kelly Tourek.



# My LBC Story (... OR WHY I BOUGHT AN OLD MG)

Story and Photos by Don Strait

When I was a child (many years ago) we had a station wagon for our family's needs. This station wagon spent its life parked in the driveway because the garage was occupied by my father's shop and his 2 "toy cars". The garage held a fully restored Model-T Ford (only driven in parades) and a 1952 MG-TD which my dad bought for \$750 not running. He got it running and fixed it all up and enjoyed driving it for several years. I also grew up playing with a toy MG-TD (Doepke) with working steering and leaf springs. At some point my parents decided to sell both of my dad's toy cars so they could buy a small camping trailer for family vacations. He was quite thrilled that he was able to sell the MG for the same \$750 he paid for it several years before. At the time I had no appreciation for what a sacrifice this was for my father.



Left: Vintage MG-TD Doepke model car. Above: Don's 1966 MGB. At 6'8.5" he is able to fit behind the wheel with plenty of leg room!

Fast forward about ten years and I am now away at college. A friend in my dorm happened to own a relatively new 1968 MGB and I was totally amazed how well I fit in this little car (I am very tall). I was amazed by the legroom, in order to dim the headlights, I actually had to straighten my left knee. I have never driven another car in which straightening a knee was even possible. When this friend wanted to fly home (Boston) for Christmas break, he didn't want to leave his MG parked at the airport for three weeks so he asked me to drop him at the airport and I could drive his car until his return. Needless to say, I accepted his offer and I had a blast driving his car for several weeks. I have wanted an MGB ever since. One day, I was unable to find my father in the house. I went outside and I found him sitting behind the steering wheel in that MGB. I offered him the key and asked if he would like to take it for a drive. He thought about it for several seconds and then he got out of the car and said "no, I can't afford it". This was the first time that I realized how much he loved that old TD. He knew that if he drove the MG, he would want to buy one for himself.

Unfortunately, for the next 40+ years, my career and my family situation made it impossible to own both a work car and a toy car. For my job I needed a reliable, air conditioned,

expressway cruiser with room to carry parts and documentation. I knew that an MG was not a good fit for this purpose so my wish to own one had to sit on a back burner for many years while I put over a quarter million miles on 3 different cars (plus a few others that didn't make it that far).

Fast forward again to about 2019 and much has changed. Life seldom goes exactly as planned. Much to my surprise I now found myself retired, widowed, and in need of a hobby. Also, I realized that I could now afford to buy a new toy, so I decided to start looking around for an MGB. At first, I was quite disappointed by what I found. Everything I found was either in really bad shape and cheap or it was perfect (fully restored) and expensive. I'm an old fart so I really did not want to take on a complete restoration project, but I also did not want a show car that I had to worry about every little scratch. I finally got lucky and found something in between. I managed to grab a 1966 MGB from a local restorer (Atomic Motors) before they got a chance to turn it into one of those expensive fully restored cars. It is not perfect; it has a few little dents and paint chips but it has remarkably little rust considering its age. The engine has good compression and oil pressure and it appears to have been well taken care of.

Like most old cars, this one definitely has a history. It is a 1966 MGB with the engine from a 1973 MGB-GT, so it has HIF-4 (not HS-4)

SU carburetors, but it is still positive earth. It has a new top, a tonneau cover, 5 new tires on chrome wire wheels, and a new electronic ignition distributor (that I paid for). So far, I have fixed the horn, the brake lights, and the turn signals. I am a retired electrical engineer so the positive ground system doesn't really frighten me. I am well aware that DC electrons have always flowed from negative to positive and they really do not care which side we call ground (earth). I love the fact that the car's electrical system is so simple that the complete wiring diagram easily fits onto one page.

My father was (among other things) a tinkerer and apparently this is a trait that I have inherited. I get bored when I don't have something to play with or to fix. As I said, I'm not too worried about the Lucas electrics, but I am still a bit intimidated by the dual SU carburetors. This is why I was very happy to learn that my new (old) MG came with a one-year membership in the BACLV (along with a BACLV license plate frame and grill badge). I know that I still have a lot to learn about my new toy so I look forward to meeting other owners and sharing information and experience. Knowing who to call for help or advice will be very valuable in the future. I would gladly swap electrical help for help with my carburetors if/when I need it.

Visit the Cars & Coffee Online Museum to see a short video of Dan and his 1966 MGB.

<https://www.youtube.com/watch?v=P4IOX-aNA6uY>

# A Brief History Of The Car Radio

Story by Ron Couturier

As I worked on this article, I discovered there certainly was no shortage of historical and well-documented information available on the development of the car radio. As history illustrates, there were many attempts to successfully build and install a radio in a car as far back as 1922. In the 1920s there were many attempts to install a radio in a car, but the effort really did not meet with much success. Initially in-car radios suffered from inherent problems with car vibration, static from ignition systems, which included spark plugs which made it difficult to listen to the radio when the engine was running. There were also frustrating drift tuning problems; antennas were awkward and there were battery issues. The early radios ran on their own separate battery power. The battery was installed in a hole cut in the floorboard. In the 1930's it took two men several days to install a radio in a car — the dashboard had to be taken out so that the receiver and a speaker could be installed. The ceiling had to be cut open to weave the antenna into the roof of the car—it was a hodge-podge problematic design. It was not uncommon for the installation manual to consist of several diagrams and close to thirty pages of instructions. At the time, the cost of the radio was reported to be about 20% of the car.

One of the first promising radios which had the potential of being installed in a car was developed by William Lear and Elmer Wavering when they introduced their radio at the 1929 Chicago Radio Convention. There they met Paul Galvin, an engineer who owned a company called Galvin Manufacturing Corporation located in Marion, Indiana. When Galvin saw the radio he believed the radio could be a mass-produced, affordable car radio. Lear and his partner Wavering set up shop in Galvin's factory. They further perfected the radio and then installed it in Galvin's Studebaker. Galvin drove his Studebaker to Atlantic city to show off the radio at the 1930 Radio Manufacturers Association convention. He parked his car outside the convention hall and cranked up the radio. His idea worked, he got enough orders to start production of the radio. The first production model was called the "5T71." He later called it the Motorola since it was for use in a motor vehicle. Galvin still had problems though, the radio cost around \$110 uninstalled. At the time you could buy a new car for about \$650, plus the Great Depression



Historic photo provided by Ron Couturier

was on the horizon. Galvin lost money in 1930 but hung on for a couple more years hoping to start making money.

During the 30's Ford began offering the Motorola radio installed by the factory. The Ford "Glove Box" radio was introduced in 1933. Galvin managed to strike a deal with B. F. Goodrich Tire Company to sell and install them in their stores. Then came World War II which took precedence in U.S. Industrial manufacturing. The car radio did not start to flourish again until the post-war years. Car sales took off after the war and the public wanted consumer goods. Delco had developed "The Signal Seeking and Automatic Tuning" radio in 1942. Buick called their auto-tuning radio, "Sonomatic," while Ford labeled theirs "Ad-just-O-Matic." By 1946 some nine million cars had radios. In the mid-'50s, most automobile companies had gone to a 12-volt electrical system, which used radios with tubes and transistors. Car radios were becoming much more sophisticated with new technology, and radios became standard equipment in cars. By 1963 more than 60% of all cars on the road were outfitted with radi-

os and the first all-transistor radio was introduced along with eight-track tape players. In 1969, the first car stereo set up with a tuner amplifying two channels instead of just one. Since then, we have seen the introduction of cassette players, CDs, MP3s, FM, satellite radio, and streaming services. Today's audio systems now feature streaming music displays on built-in color screens that can also display a navigation GPS feature and Bluetooth integrated telephone technology. The controls on the car's steering wheel now can even control commands to the radio which allows you to connect your smartphone wirelessly and stream music from available apps. Time doesn't stand still and technology continues to advance.

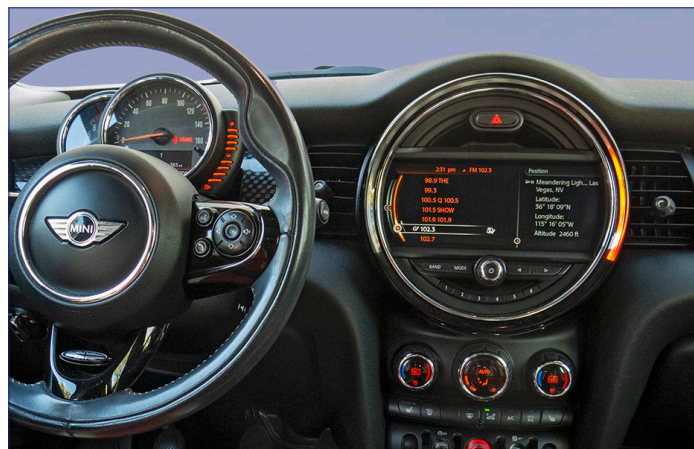


Photo by Ron Sandgren



## THE PERFECT COMBINATION

## Steaks, Beer and a Drive

Story by Brian Naas

The weather couldn't have been better for the October 24th drive to Steaks and Beer in Tecopa.

I had worked all day to make my Spitfire road-ready only to leave for the meeting and have a strange noise start coming from under the bonnet. I was surprised to see so many people waiting at the Albertsons. Since I was in my Ford Escape most in the crowd didn't recognize me until I got out. After a few minutes of chit chat, I started gathering

everyone's orders to text off to Steaks n Beer. Around 2:35 I lead everyone out of the parking lot to start the 67mile 1 turn trip. Please don't get lost. (Or I won't let you forget it

Jonas needed to stop for petrol before hitting the road, he was second to last to the Tecopa turn but probably first to steaks and beer. I'm not sure since I waited for the Sheets in their Austin Healey 100 at the turn for a while after Jonas passed. Once I knew everyone made the turn, I got back on the road. After

about 8 miles behind the Healey at 55mph, I needed to pass for my sanity.

Everyone made it and had a wonderful meal and enjoyed each other's company. The sunset was spectacular thanks to the wildfires. After dinner, everyone started heading for home. When I left Pat and Margaret Klenk and Derek and Lisa Schneider were still enjoying their evening.

I am looking forward to hosting this event again, hopefully in the spring.



Mike Moore, Shelley and Denie Hiestand, Margaret Klenk and Jane James chatting and admiring the little British cars. Photo by Jonas Payne.



Jonas Payne taking a closer look at the Austin Healey 100. Photo by Pat Klenk.



LBCs all lined up and ready to go. Photo by Pat Klenk.



Derek Schneider, Pat Klenk, Barbara and Wayne Headrick waiting for the run to begin. Photo by Jonas Payne.



Brian Naas taking dinner orders. Photo by Pat Klenk.





All arrived safely to Steak and Beer in Tecopa. Photo by Pat Klenk.



Small place cooks up delicious meals. Photo by Pat Klenk.



The Sheets enjoying a pre-dinner drink. Photo by Pat Klenk.



A lovely setting for conversation and dinner. Photo by Pat Klenk.



Margaret Klenk in deep conversation with Jane and Simon James. Photo by Pat Klenk.



Brian making a point while talking with Mike, Denie and Shelley. Photo by Pat Klenk.



Wayne and Barbara Headrick looking forward to dinner. Photo by Pat Klenk.



## BACLV OCTOBER GENERAL MEETING

# Events, Events, Events

*Story By Judy Sandgren and Photos By Hap Polk*

President Jonas Payne called the meeting to order around 9 am on Sunday the 25th. His first order of business was to announce that he would be stepping out as President and Michael Johnson will be stepping in. This was greeted with rousing applause acknowledging the wonderful job Jonas has done as President and celebrating Michael's new position. The rest of the Board will stay in place and as Michael was the only volunteer for the tough job, there will be no elections this year.

The next order of business was to call for an event planning session to help set up the new President and Board with a calendar of events to get the year off right. Hap Polk volunteered his backyard for the meeting which will be arranged for sometime in November.

Jonas then reminded the membership about the importance of volunteers, "Look in the mirror - if you haven't volunteered for something lately, your turn is up." The events are

easier than ever for the next six months at least since restaurants and bars are generally out and it will just be a lot of picnics.

Hap followed with the membership report. He introduced the new members and Edick and Don said a few words about themselves.

Jonas then went over upcoming events. There was a discussion on what to do in place of the annual Christmas party, which is another victim of COVID. Shelley Hiestand suggested that we have a drive with Christmas hats, ugly sweaters, and decorations instead. By virtue of suggesting it, Shelley is now the host! Thank you, Shelley.

Dave Kunde's financial report showed we had new membership dues and we are in a healthy state right now.

Other committee reports included the Spanner will have a combined November/December issue and the website is being kept up-to-date so check it out for events details.



*President Jonas Payne addressing the members.*



*Rosie and (incoming President) Michael Johnson.*



*Derek and Lisa Schneider visiting with Ron Sandgren.*



*New members, Don Strait and Edick Arzoumanian were introduced and told us a little bit about themselves.*



*Denie and Shelley Hiestand giving a thumbs up!*

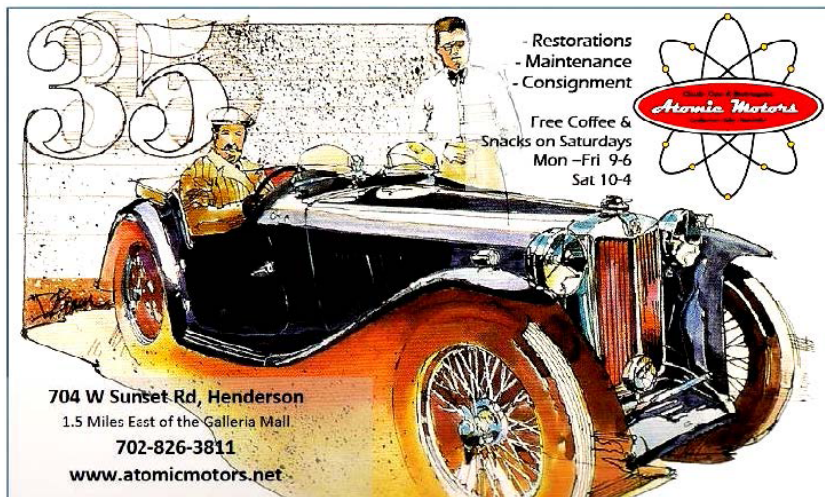


*Vaughn Richards, AJ Dowd, Cleone Johns, chatting with Clara and Dave Ogle.*



## 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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**Join the British Auto Club of Las Vegas Facebook page!**

Send in a request to join now and you will be able to see updates on current projects, photos, videos, and lots of humor!



## 2020 Upcoming Events

*Watch the website for more information on all events*

***DUE TO THE CORONAVIRUS, PLEASE WATCH YOUR EMAIL FOR CURRENT INFORMATION ON ALL EVENTS.***

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### NOVEMBER

**14**     **Sandy Valley Cruise - TBD**

**22**     **General Membership Meeting**

Arrive early for breakfast (breakfast is set up at 8:30).

Meeting begins at 9:00 a.m. Attendance will be limited to 50 people. Please RSVP so we can get an accurate headcount.

Masks are mandatory.

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**DECEMBER 5**     **Oatman/Route 66 Drive - TBD**

**20**     **Santa Hat and Ugly Sweater Drive - Time and Location TBD**

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British Auto Club of Las Vegas  
P. O. Box 90973  
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