



Bits and Spares

For The British Motoring Enthusiast

Established in 1989

February 2009

Annual Swap Meet

Cars for Sale

Parts for Sale

The annual swap meet is scheduled for April 9 and 10. This is the best time to get rid of that extra car or to buy another one. You can sell all the extra parts you have accumulated, or maybe find that part you have been looking for.

If you have a few items you would like to sell, put a price tag on them with your name and the price. BMCA will have a booth just for this. You won't have to stay in the booth. If the part sells we'll collect the money and hold it for you. If the item or items sell then a donation of 10% would be very nice. How easy can it be?

The club will be sponsoring the concession stand again this year. We'll have coffee, rolls, candy, hot dogs, etc. If you would like to donate food items, or help man the concession stand contact Judy Ross. All proceeds go to the club.

Now is the time to go out to your garage and see what parts you can sell, put a price on them and get ready for the swap meet.

Empire Marque

Morgan has a long and varied history and is gonna take more than 1 article. This month is the 3 wheelers and then in 1936 they modernized and went to 4 wheels!!! These had a flat radiator cover and were known as flat rads. Next month is the waterfall radiator cover and up to plus 8 models.

The **Morgan Motor Company** is a British motor car manufacturer. The company was founded in 1909 by H.F.S. Morgan and was run by him until 1959. Peter Morgan, son of H.F.S., ran the company until a few years before his death in 2003. The company is currently run by Charles Morgan, the son of Peter Morgan. Morgan is based in Malvern Link, an area of Malvern, Worcestershire and employs 163 people. All the cars are assembled by hand. The waiting list for a car is approximately one to two years, although it has been as high as 10 years in the past. The early cars were two seat or four seat three-wheelers, and are therefore considered to be cyclecars. Three-wheeled vehicles avoided the British tax on cars by being classified as motorcycles. Competition from small cars like the Austin 7 and the original Morris Minor, with comparable economy and price and better comfort, made cyclecars less attractive.



V-Twin three-wheelers (1911-1939)

1912 Morgan Runabout Deluxe

H.F.S. Morgan's first car design was a single-seat three-wheeled runabout which was fabricated for his personal use in 1909. Interest in his runabout led him to patent his design and begin production. While he initially showed single-cylinder and twin-cylinder

Cont'd on page 3

Prez Sez

Being new to this post, I learned a very important lesson last month - Bob Ross is serious about his deadlines for submission of articles to the newsletter! Yep, I missed the deadline, Sorry.

As we all experienced, January was a bad month for Brass Monkeys, Witches, improperly protected coolant systems, fuel lines and driving with your top down. Not one of the brave soles that participated in the Polar Bear Run braved the elements with an open car, however several actually shed their clothes and took the plunge. Hearty Congratulations to John & Valerie Peckham, winners of the Best Costume Award, and a special Well done to "Froggie" for the job he did planning and leading the group... I personally witnessed six different women kiss the toad, but alas no Prince ever appeared. Better luck next time, Jim.

February will hopefully bring some warmer weather, however while I sit writing this there is a Winter Storm Warning in effect. When it does start to get warm we will all be able to enjoy our LBC's just that much more. I have no doubt that Bob Ross has ordered up a warm sunny day for his February Triumph Marque Event. I always look forward to those events planned by Bob, they are always well thought out and organized which makes the day more than enjoyable. I'm sure this month's event will be no different. Hope to see everybody there.

The club has been invited to participate in a local Mardi Gras parade on Tuesday, Feb. 16th. The parade is only about six blocks long and starts at 4:30 PM. There is also a Gumbo Cook-Off that we have been invited to follow following the parade. These type of local events are an excellent way to expand the interest in our little cars and could lead to increased membership in the club. If you are able to attend this event we would love to see you. Contact me or Brenda Collins for specifics.

April is fast approaching, that means it is time to start digging through those boxes of spare parts and piles of extra stuff that came off the cars and find those gems that you can sell, trade and even give away to some unsuspecting soul at the annual BMCA Swap Meet. Look for more information in next month's Newsletter. Also in April is the Annual Scottish Festival, hosted by Lyons College, in Batesville. This year Ronnie McLeod and Charlie Collins are organizing plans to attend the formal ceilidh following the daytime activities. If you are interested in attending this dinner and dance contact either Ronnie or Charlie as soon as possible.

Get those cars ready, the spring and summer will be full of old fashioned fun and exciting BMCA activities.

Be Safe and Happy Motoring

Brad Beuch

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'Bits & Spares'

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Secretaries Minutes -

Hello again. I am glad to let you know we had a good turnout with 32 members. Brad welcomed all and recognized our returning friends. Jeff Lashbrook (MG) and Doug Klink (variety of TR's and an AH) stopped by to visit. The minutes were passed out, read, and accepted. Jim Wheeler read his Treasury report with an ending balance of \$5,942.54.

Old business started with a motion being made to correct the signature card for the BMCA's bank account. All the names but Michael Ross needs to be removed and Jim Wheeler needs to be added since he is our new treasurer. The motion was seconded and passed. Jim Peckham took the floor to tell about the Polar Bear Run. We had 6 guys to jump in this year. Jim said that the thermometer on the Mini's dash said 26°. It was so cold that they actually felt warm when they got out. The dinner at the Brahouse was as good as ever. The evening was capped off with a few baring the cold again to go get into the hot tub. Everybody had a good time.

Feb. 28th Bob Ross set the scene for the Clue Rally. Meet at 12:30 at the same Kroger as we did for the Polar Bear Run. The list of clues will be given out and we will all leave at 1:00. He did stress having a navigator would be helpful.

Brad passed out flyers about a Mardi Gras parade and party that Trinity Cathedral is planning for Tuesday the 16th. Contact Brad or Ronnie if you think this would be something that you would like to do.

Gerry McCullough, the MG Marquee leader gave more information on the old fashion picnic that he is planning for March 14th. We will gather at the Walmart on Chenaul at 12:30, and leave for the nice crooked drive at 1. We will end up at the pavilion in Mills Park. Bring your lawn chairs and yard games.

Ronnie took a few minutes to tell of this year's Swap Meet and the Scottish Festival. More information will be in next month's newsletter.

Jim Clark told a story about when his 62 AH would vapour lock. This one time he was site seeing in the Blue Ridge Mtns. He got back in the car and it would not roll over for being vapour locked. He thought a few minutes about the situation, went to the rear and unscrewed the gas cap. Put his lips firmly on the opening to the tank and applied air pressure by blowing. It was just a moment when he heard the mechanism click. He put the cap back on and started the car and left. At the next rest stop, he stopped. While there he over heard one of the onlookers ask another if she saw what that man did to his car, all the while giving an elicited suggestion.

Gary Bolin said that Barb had fallen and broke her wrist while in training with hew new aide, Annie, not Magic. When she got back home she went to her regular doctor. Bad News- her wrist had to be reset and had a metal brace put in. While in training, Annie got sick and didn't get to come home with her. Good news- her recovery is going great and she will soon be delivered.

Jack Brashear said he took revenge out on the big yellow post, and the Marina is in the shop getting fixed.

Diane McCullough said her husband got her a 78 MG midget now is a goof with a cracked block. It is also in the shop.

Brad and Carol Cunningham will be celebrating # 47 yrs. of wedded bliss on the 17th. Dwayne Dryer will have a birthday on the 8th.

Dennis James and wife, Annie, will have 52 weeks this month also.

Charles Hutcheson took the Craftsman 'Screw-out' for the door prize.

Empire Marque from page 1

versions of his runabout at the 1911 Olympia Motor Exhibition, he was convinced at the exhibition that there would be greater demand for a two-seat model. Morgan built his cars' reputation by entering them in competitions. One of his racing cars won the 1913 Cyclecar Grand Prix at Amiens in France. This became the basis for the **Grand Prix** model of 1913 to 1926, from which evolved the **Aero**, **Super Sports**, and **Sports** models.

F-Series three-wheelers (1932-1952) Beginning in 1932, a new series of Morgan three-wheelers began with the F-4. The F-4, and its later siblings the F-2 and the F-Super, used a pressed-steel chassis and the four-cylinder Ford Sidevalve engine that was used in the Model Y. Production of the Ford-engined three-wheelers would continue until 1952.

4-4

Morgan's first four-wheeler was the 4-4, for four-cylinder engine and four wheels. The first production 4 wheeled Morgan was released to the public in 1936 and is known as the Morgan 4-4 Series 1. Three-wheeler production continued alongside the 4-4 until 1952.

Yers Truly Jim Peckham

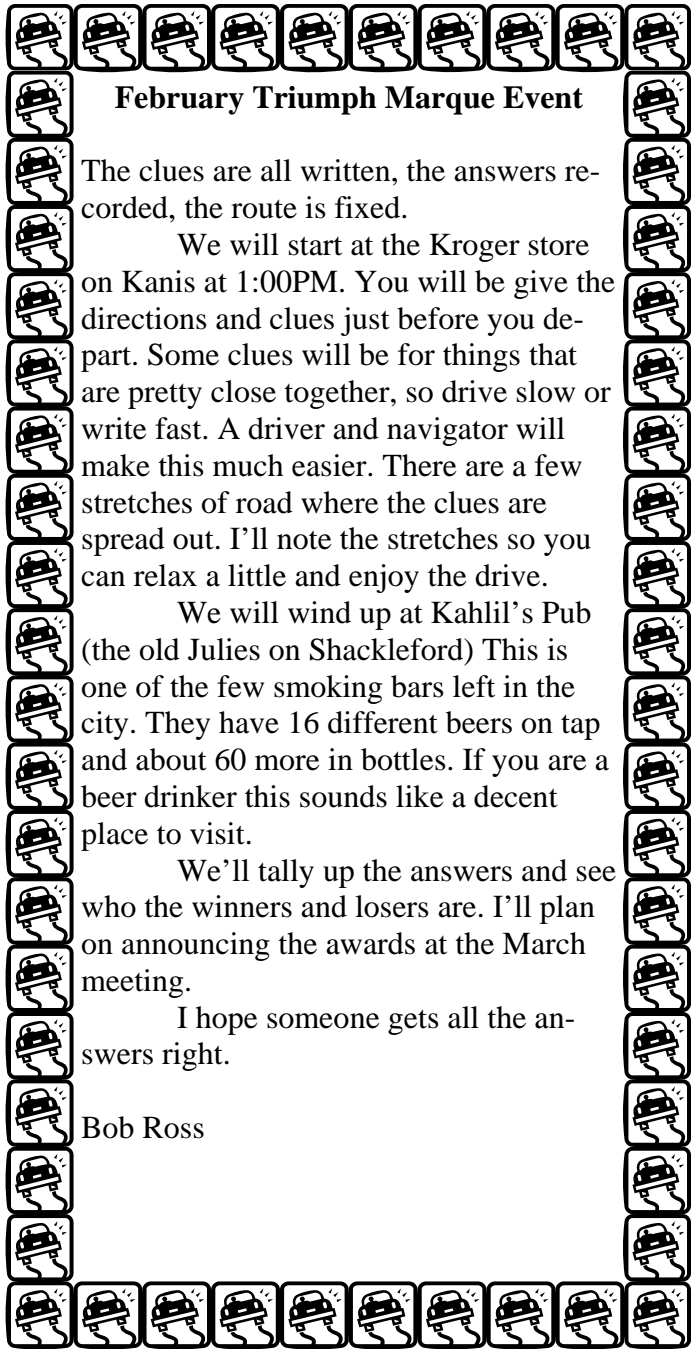
Mardi Gras Parade

BMCA has been invited to be in a MardiGras Parade and Party afterwards. Trinity Cathedral is having a Mardi Gras Parade and Party Tuesday, Feb 16th And have ask if BMCA would like to join in.

**Here are the details. Tuesday, Feb 16th - Parade starts at 4:15 - Line up begins at 3:45)
Parade will be approximately 6 blocks.**

Starting at 16th & Center going south passing the Governor's Mansion, then north on Spring Street ending in front of Trinity Cathedral.

There will be a Gumbo Cook-off and fun and games for the kids following the parade.If you are interested in participating in this parade, please call Brad Beuch (501-247-6899)and let him know.



February Triumph Marque Event

The clues are all written, the answers recorded, the route is fixed.

We will start at the Kroger store on Kanis at 1:00PM. You will be give the directions and clues just before you depart. Some clues will be for things that are pretty close together, so drive slow or write fast. A driver and navigator will make this much easier. There are a few stretches of road where the clues are spread out. I'll note the stretches so you can relax a little and enjoy the drive.

We will wind up at Kahlil's Pub (the old Julies on Shackelford) This is one of the few smoking bars left in the city. They have 16 different beers on tap and about 60 more in bottles. If you are a beer drinker this sounds like a decent place to visit.

We'll tally up the answers and see who the winners and losers are. I'll plan on announcing the awards at the March meeting.

I hope someone gets all the answers right.

Bob Ross

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Marque Responsibility Reminder Chart		
MONTH	EVENT	TECH TALK
January	Empire	MG
February	Triumph	AH
March	MG	Empire
April	AH	Triumph
May	Empire	MG
June	Triumph	AH
July	MG	Empire
August	AH	Triumph
September	Empire	MG
October	Triumph	AH
November	MG	Empire



There are a number of people who have asked about the MG name and wonder how it came about. I am sure my explanation is not true, but it could be. The truth is, it just came to me. This is how I see it:

William (Bill) and Elizabeth Morris were sitting at the kitchen table at their country place. They had just finished a nice English meal. It was just the two of them and Elizabeth thought it was quite romantic, just the two of them enjoying an after meal chat on a warm June evening.

Bill moved his tea cup and began sketching on his napkin. The shape of an octagon appeared just as Bill turned to Elizabeth and asked, what shall we call my new motorcar? I am thinking of initials for something important to me, and of course my dear, to us.

Bill knew that Elizabeth had always thought the name of old Number-1 (BULLNOSE } was named for her mother and continued to this day to be more than a little upset. Right away Elizabeth thought a nice name for the new little car would be Elizabeth.

Bill said he thought initials of something important to them would fit better in the octagon. Bill's initials were suggested, but were shot down because BM stood for other things. BE standing for Bill and Elizabeth would work, but that would make naming a later model a B would become a marketing nightmare. BE-B just did not have a nice ring to it.

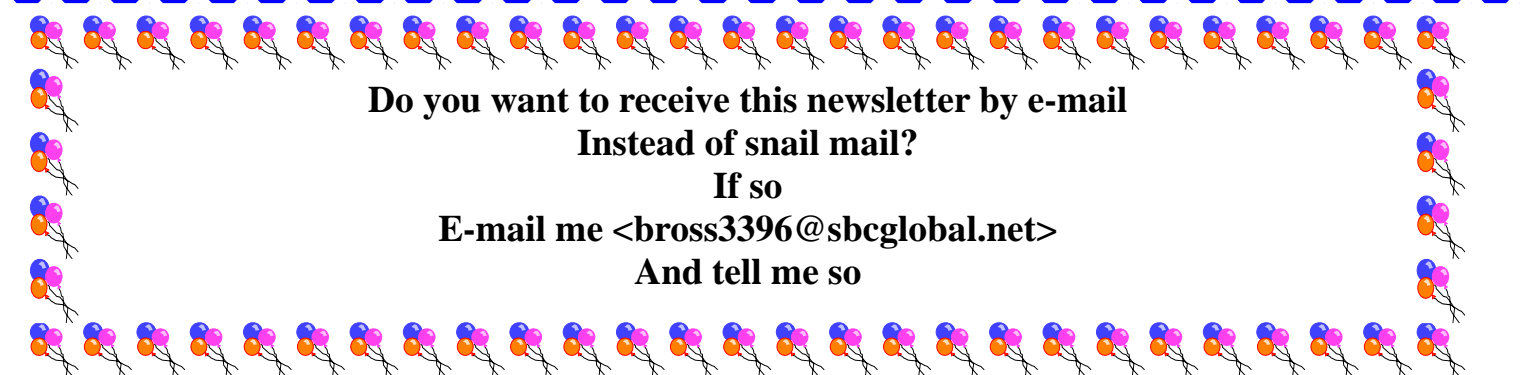
The evening wore on and the supply of napkins was running out. Elizabeth knew in her heart of hearts that the name would end with Elizabeth because Bill had switched from tea to a nice Gin and Tonic. Bill usually became more romantic with a couple of drinks under his belt. But, he could also become very assertive and bull-headed.

It was shortly after Elizabeth suggested scrapping the octagon in favor of a bow tie emblem that would easily hold the nice name Elizabeth, that Bill thought this conversation had gone on long enough. I shall call my new motorcar MG which will stand for Morris Garages, he announced.

Elizabeth, who was now in a major snit shouted, you might as well name it after your garage, you spend most of your time out there.

Shortly there after, Elizabeth went up to bed. Bill shuffled out to the garage.

Gerry McCullough



Do you want to receive this newsletter by e-mail

Instead of snail mail?

If so

E-mail me <bross3396@sbcglobal.net>

And tell me so

Austin -Healey

In 1982 the two Austin-Healey Clubs in the U.S. combined to celebrate the 50th year of the Austin-Healey. The week-long event was held in Snow Mass, Colorado , over 2,000 miles away from my home in Virginia . The guest of honor was Donald Healey (DMH) and numerous celebrities from the glorious racing and rallying days would also be there. This was an event that I could not miss but I wanted a little more comfort on the long drive. With that in mind I sold my 62 tricarb and purchased a 1966 Healey 3000 in 1979. I found the car sitting under a tree about 20 miles outside of town. I made the deal and towed the car to my house and started restoring it with the goal of driving it to the 50th Anniversary meeting. I worked on that car almost every day for three years, mostly because it needed everything possible to run again.

I really tore that car apart down to the frame. I left the front and rear shrouds attached since the car was in good alignment but everything else came off. I took the engine to a local British car shop for a rebuild, disassembled the interior, dash, suspension and everything else that looked like it needed repair. When the paint shop was ready, I borrowed a trailer and towed the car to the shop. I had stripped all of the body panels, banged out most of the dents and did my best to minimize the body work for the paint guy. I agreed to help the shop owner with prepping the car and reattaching the fenders, doors and other body panels. He painted the car back to the original color, Healey blue, in what turned out to be 8 coats of hand rubbed lacquer. I helped him rub out the final coats and we carefully assembled the car. He must have taken a liking to me since I was only charged \$900 for all of his work and materials. When the engine was ready I retrieved it from the shop, gathered together a few of my buddies and we made a day of getting it all back in place. I sweated over many of the details including the brakes which worked ok but could be a lot better. I finally took the car back to the British repair shop and found out that not only was the hand brake not operating properly but the entire braking system needed more expertise than I possessed. The best money I spent was getting help with the brakes. I finished the car at 10pm the night before departing for the meet. I was exhausted but had met my goal. The car was really beautiful and ran well but only had about 200 “test” miles on it. Too bad, it would just have to do.

The 50th anniversary meet was being held in August of 1982. I had contacted two other Healey owners who were living in the Washington D.C area and we decided to caravan to Snow Mass together. We also determined that driving these cars for four days in the August heat would not be fun so we decided to drive at night, check into a motel at 8am, sleep for 8 hours and depart again the next afternoon at 5pm. The first evening the three of us met at a rest stop on I-81 in Virginia with the goal of driving to Louisville , Ky. We needed to cross the mountains of West Virginia in the dark and just to make it interesting it started to rain. We all had CB radios; you remember those, don't you? About 2 hours into West Va. , rounding a curve on a two lane road I heard a loud noise that came from under the car. It sounded like someone had hit the floorboard with a sledge hammer. I immediately got on the CB radio, reported the problem and we all pulled over to see what had happened. We looked under the car, nothing seemed to be wrong. It was running fine, I had brakes, clutch, lights and nothing seemed to be amiss. Since it was still raining we called off the inspection and drove on without incident to Louisville .

The next day we started out at 5pm. Our goal was to reach Kansas City , Missouri . About 11pm we passed through St Louis and found ourselves right in the midst of traffic coming out of a St. Louis Cardinals baseball game. Several times I had to brake very hard to avoid stopped traffic but we made our way through and were once again back up to our traveling speed of 75mph. We arrived at our Kansas City exit around 5am. We were all doing about 75 mph and I was the last car in the line. In preparation for exiting the highway, I switched out of overdrive and started to decelerate. Just entering the exit I applied the brakes and the pedal went straight to the floor; holy crap Batman! Fortunately the clutch worked because I shifted to third gear, then quickly to second gear but the car was still moving pretty fast. There were two Healeys stopped in front of me and I had about 200 feet before impact. I reached for the handbrake and gave it the strongest pull I could muster. This locked up the rear wheels and I put the car into a four wheel drift, sliding sideways and ended up

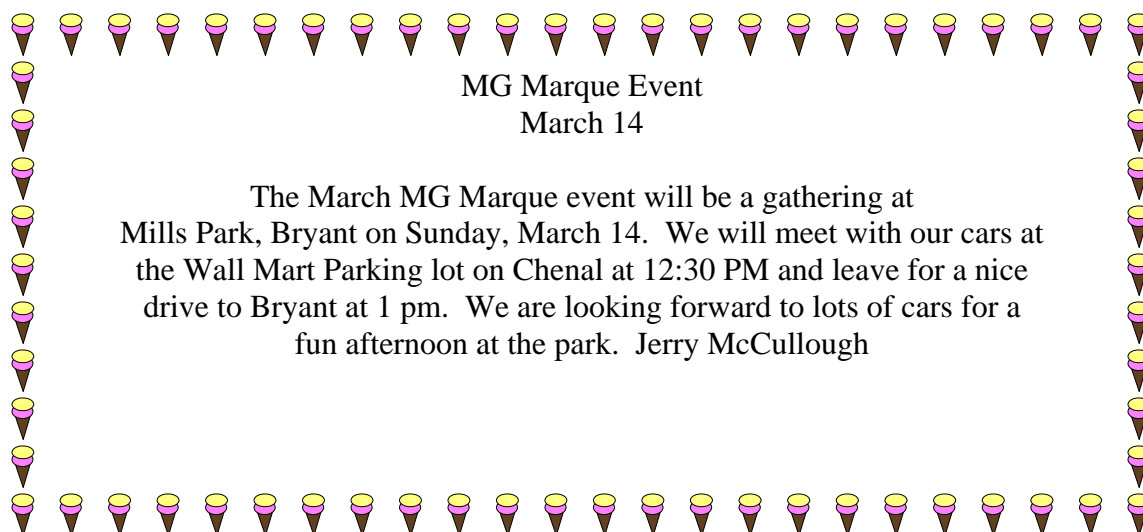
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coming to a rest backwards on the exit right next to the other two cars. Before I could say anything, one of the drivers yelled out, “that is real cute Clark , we know you can drive so stop fooling around and let’s go to the motel”. They both roared off and left me there, facing backwards on the exit. I regained my composure and drove the car very slowly to the motel using the hand brake to make the necessary stops. Once I arrived and told them of the problem their demeanor took on a totally different perspective. Yikes, we could all have been hurt, especially me!

We were really too tired to find out what was wrong with my car so we agreed to get some sleep, get up at noon and check it out. I started thinking back to that big thump in West Virginia and wondered if it had anything to do with my loss of brakes. I was also very thankful that I had the hand brake fixed. A working handbrake and some autocross experience saved my butt. Well, we got up at noon, jacked up the car, removed the back wheels and an entirely new adventure started. But, I’m out of space, so I’ll tell you the rest of the story next month.

Jim Clark



MG Marque Event
March 14

The March MG Marque event will be a gathering at Mills Park, Bryant on Sunday, March 14. We will meet with our cars at the Wall Mart Parking lot on Chenal at 12:30 PM and leave for a nice drive to Bryant at 1 pm. We are looking forward to lots of cars for a fun afternoon at the park. Jerry McCullough

BMCA Membership and Advertising Rates

Yearly membership is \$30.00 for the primary member and \$15.00 for the associate.
Yearly renewal deadline is March meeting each year.

Advertising in the Bits and Spares is available to members and non-members alike.
(Members do get a discount of course!)

	One Month/One Year*	Non-Member Rate
Eighth Page	\$ 5.00 / \$ 48.00	\$ 10.00 / \$ 60.00
Quarter Page	\$ 9.00 / \$ 86.40	\$ 18.00 / \$ 120.00
Half Page	\$ 16.00 / \$ 153.60	\$ 32.00 / \$ 220.00
Full Page	\$ 30.00 / N/A	\$ 64.00 / N/A

*Yearly rate must be same ad, 12 issues.

Classified ads (items for sale or trade) for members are free. Non-members may submit an ad for \$5.00 per month.
Classified ads published as available and space allows.

BMCA Monthly Meeting - Tuesday January 5, 2010

The monthly meeting is held at **Western Sizzlin** in Benton, off I-30 beginning at **7:30 PM**. Bring the family, there is a variety of reasonably priced food, plenty of space in the meeting room, lots of parking & good company. Come a little early and enjoy a meal, stay a little late to kick the tyres on the British cars in the parking lot & visit with fellow BMCA'ers.

Calendar of BMCA and Regional Events

Feb 28, 2010, Triumph Clue Rally, Meet at Kanis Kroger, 1:00PM

Mar 14, 2010, MG Picnic, Meet at Kanis Kroger, 12:30PM

Apr 9 & 10, SWAP MEET, McLeod's

April 24, 2010 - Batesville Scottish Festival - Rooms at Holiday Inn Express 1-870-698-2700

Do you know of an upcoming event? Send the information to bmcanewsletter@gmail.com



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