



Bits and Spares

For The British Motoring Enthusiast

Established in 1989

March 2010

February Clue Rally



Waiting for the rally to start



Let's start looking for clues



The Winners

Charles and Lisa Hutchison



The other winners?

Bert and Rebecca Pranter

Fifteen British cars, and one not so British, gathered for the clue rally at the Kroger parking lot on Chenal. The first car departed at 1:00 and five more followed at intervals after that. The next driver didn't want to go the same way, so he turned left instead of right on Kanis. He didn't find very many answers in that direction, and I understand that eventually (after two round trips to Shackelford and back) that he decided to turn right on Kanis. All the rest of the cars managed to go the right way, and after they left, Judy and I proceeded to Kahlil's to make sure that the adult beverages were suitable for the rest of the club members to enjoy.

After deciding that the beverages were indeed of the first quality we sat and waited for the participants to arrive. Bert and Rebecca were the first ones to arrive, and soon most of the others started showing up. Judy and I started checking the answers and it didn't take long to get all the sheets checked.

The Pranters received a special award for the least number of correct answers, and I understand they wore them to the meeting Tuesday nite.

The Hutchisons wound up with the most correct answers, they only missed one. They were awarded a parking sign that they can put up on their driveway to restrict parking. Lisa also received a 1st place pin.

I must confess that I had one of the answers wrong. The fine for dumping is \$500, not the \$5000 that I had down. Almost everybody had the correct answer, so it didn't change the results. I'm the only one that had it wrong.

I had almost forgotten how much fun can be had just going for a drive in an LBC. I hope everyone enjoyed the drive as much as I did planning it.

Bob Ross, Triumph Marque Leader

PREZ SEZ

Well my hopes and dreams of an early spring were pretty much dashed by the snow and ice that blanketed Central Arkansas the first week of February. With most businesses shut down due to poor road conditions I was able to spend some extra "QUALITY" time with my beautiful child bride of almost 20 years. Instead of turning wrenches and chasing those pesky rust spots that are stopping me from painting my MGBGT I spent the days cutting mass quantities' of 8" squares of fabric which Barbara proceeded to sew back together into a chaos of blue which she is calling "The Snow Days" quilt. I don't understand why you have to cut up perfectly good fabric just to sew it back together, but hey, she doesn't understand most things I do. I guess were even. I do look forward to snuggling under the thing when it's finished.

As the month progressed, the weather improved. By the 16th, all the snow was gone and four of our members were able to attend in the Cathedral School's Mardi Gras parade. The brave soles that showed up, including Charlie and Brenda Collins driving their MGB; John Peckham driving his brother's Morgan; Dena Dixon in another of Jim Peckham's cars, "The Pooh Mobile"; and myself, accompanied by my Cajun Hound dog Sam driving Sam's MGBGT. Charlie, Brenda, John and Dena decorated their cars with an assortment of feather boas, beaded garlands, banners and other assorted green, gold and purple stuff. Sam doesn't like decorations but wore several strands of beads which he shared with the local kids. Everybody threw beads and candy to the kids and parents lining the streets - all the folks watching the parade appeared to be awed by the cars... Sam thinks it was him they were in awe of, but he has a very high opinion of himself. Me, I was just happy to be able to get out of first gear by the time it was over!

By the 28th, Bob Ross had worked his magic and the weather was perfect. Blue skies and almost sixty degrees! Not sure how many people showed up for the Triumph Marque Clues Run but had to be close to 15 cars. We meet at the Kroger located at Chenal Pkwy and Kanis Road in West Little Rock. The first instruction was to turn right on Kanis, well being the independent sort of guy I am, I turned left went out to Chenal and turned right... my Navigator never said a word, by the time we got to Shackelford and had failed to find the answer to a single clue we figured something was a miss. Being the persistent types, we turned around went back out Chanel to just before the Kroger where we turned back around and did the whole mistaken route again, still no finding any clue or the first road we were to turn on. Barb suggested I stop and ask someone. I explained that that wasn't going to happen and than stopped and bought a map... the clerk asked where it was I was trying to go and proceeded to tell me that the Kroger is on Kanis and Chenal, needless to say the clues made much more sense once we got on the right road. The truly amazing part of this whole ordeal was that Bert and Rebecca won the "Clueless Award". Charles and Lisa Hutchinson actually got the most clues right. Barb and I were just happy to find the rest of the club sitting and waiting for us. It was a good day.

I can't wait to see what fun and surprises await me in March.

Be Safe and Enjoy the Road!

Brad

BMCA Officers

President Brad Beuch
501-247-6899
President@bmca.net

Vice Pres Ron McLeod
501-851-2640
vicepresident@bmca.net

Treasurer Jim Wheeler
501-539-9955
treasurer@bmca.net

Secretary Wilma Newton
870-723-1964
secretary@bmca.net

Marque Leaders

Austin-Healey Jim Clark
501-753-5480
austinhealey@bmca.net

Empire Jim Peckham
501- 851-6311
Empire@bmca.net

MG Gerry McCullough
501-909-2611
mg@bmca.net

Triumph Bob Ross
501-888-3396
tr@bmca.net

Newsletter

Michelle & Lon Smith
1923 S. Gaines
Little Rock, AR 72206
501-765-3026, 501-650-0477
newsletter@bmca.net

Historian

Very McLeod
501-851-2640
historian@bmca.net

Membership

B.M.C.A
Dale Foster
4001 McDaniel Circle
Little Rock, AR 72206
membership@bmca.net

\$30/year primary member
\$15/year spouse

WebMaster

Michael Ross
501-888-3555
webmaster@bmca.net

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is published the first Saturday after every monthly meeting. The meeting is normally the first Tuesday of each month. **Deadline** for articles and submissions is the day after the monthly meeting. (or anytime!)

Secretaries Minutes - Mar 2010

Hello again. It was another great evening of camaraderie. We had a good turnout again. It was great to see Leland. Our visitor was Dennis James' mother, Theone. The minutes were read and accepted. I need to make a correction to the minutes .Congratulations to Dennis and his wife of 52 weeks is Lindy, not Annie. Mr. Wheeler did a wonderful itemized treasurer's report with an ending balance of \$6,137.54.

Brad started out with the Madri Gras Parade. He said 4 cars joined the festivities. Afterwards, he was given a "thank you", and was told they were a great addition to the parade. We have been asked to return next year. In Bob Ross' absence, Ronnie gave the recount on the Clue Run hosted by the Triumph Marquee. We met at Kroger's. Each navigator was given the list and with their driver, left the parking lot in a staggered time. The group met back together at the appointed place. Burt and Rebecca Pranter were the first to come in. As the couples came in, they spoke of how the clues were everywhere. If you weren't careful, you would miss them, and would have to turn around. At a couple of spots, there were 2 or more clues within inches of each other. The lowest score belongs to the Pranter's. They won a pair of hats with the words "CLUE LESS" on the bill. Charles and Lisa Hutcheson were the winners and received a British parking sign and a hat pin. Hats off to Bob and Judy Ross for such a good time.

Gerry McCullough, the MG marquee leader, is planning an old fashion picnic for March 14th. We will meet at our Kroger on Chenaul. About 12:30, we will play follow the leader to the pavilion in Mills Park. Bring lawn games if you have any.

April is a busy month. The BMCA swap meet is scheduled for April 10th. There is an organizational meeting planned for March 13th at 2 pm. Ronnie says to come out and join in the planning.

April 24th is the annual Scottish Festival. We will meet at the Mc Donald's on McCain. Snake our way to Searcy, to meet up with the others on our way to Batesville. The collection of men in skirts attacks several on-lookers. Around 3:30, some will travel on home, stopping on the way for supper. The group that stays are planning to go to the Ceilidh.

Jim Peckham says we will run around NLR, Lonoke, and Searcy in our little cars, visiting Civil War Battlefields/Graveyards. It has been suggested to wear either blue or grey for somewhere along the way may be a mock battle with rubber bands.

Jim Peckham took his turn doing the tech talk. He said while he was replacing the floorboards in his Frog Eye. He had cleaned and scrubbed the area and was cutting along the line that Ronnie had drawn as a guide. He smelt something funny, stopped, and realized he had cut through his brake line followed by doing the same with the gas line. His thought for the day- if you are going to penetrate the floors in any way, you might want to look at what's under the floorboards before you cut.

Gots and Goofs: Gary Bolin got a new Optima battery for the Lotus. John Peckham got a 51 Bentley. Dwayne Dryer purchased another Austin taxi cab. Gerry McCullough got a bunch of new gots for his MGB. Gary Hutcheson got a TR8 for parts.

Brenda and Charlie are celebrating their 40th year by renewing their vows at LCYC on the 6th. Brenda is also having a birthday on the 21st. Jim and Judy Wheeler will have 23 years of wedded bliss on the 25th. Gayle Nelson's birthday is on the 28th. Muriel will be another year young on the 31st.

Steve Robertson got the door prize, and received a set of Romes wire cutting pliers.

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MG MARQUE
BY JERRY MCCULLOUGH

Sometimes late at night when I cannot watch anymore TV and I don't have a good book, I find myself in front of the computer and look up MG sites. I have found some interesting information on the web.

One night I thought it might be fun to look up what MG had to offer for 1939, the year I was born. For this exercise I just went to Google and typed in 1939 MG. I learned that the MG TB was the last MG to be produced before the war. Only 379 were built before the MG Factory at Abingdon became a munitions factory.

When the factory re-opened after the war the MGT TC production began and over 10,000 T-Type MG's were built.

A web site I enjoy visiting is MGCC.CO.UK which is the site of the first MG car club. The club began on October 12, 1930 with 30 members. It is now an international club with over 9,000 members. The original club met at the Abingdon Factory and stayed there until the factory was closed at the end of MG production in 1980. Today the club meets in a building located at the gate of the demolished MG factory.



1939 MG-TB MIDGET

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MG MARQUE EVENT

The March MG Marque event will be a nice gathering at Mills Park in Bryant. We will meet at the Kroger store at Kanis at 12:30 pm on Sunday Mar 14, and leave for a drive to Bryant at 1 pm.

At the park we will have cake and coffee and lawn games. Please bring any lawn games you would like. Look forward to a nice afternoon in the park.

In a previous notice the location for the meeting was Wall Mart, but that has changed to the Kroger Store parking lot. We look forward to a good gathering.

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

March 2010
Healey Marque

In 1982, on the way to the 30th Anniversary Austin-Healey Meet in Snow Mass, Colorado, a funny thing happened to my 1966 MkIII Healey. Exiting the Interstate ramp at about 70 mph the brake pedal went straight to the floor. After some evasive driving maneuvers and thanks to a strong handbrake, I am able to tell the rest of the story.

After sleeping for about 4 hours we arose around 10am, grabbed a quick bite to eat and began the process of finding out what happened to the Healey's brakes. We jacked up the car and removed the right rear wheel. After some close inspection it was evident that the metal brake line and the metal fuel line had been pushed together and were rubbing together every time the car's suspension moved up and down. This eventually rubbed a hole in the brake line causing an ejection of all fluid. We surmised that this was the result of that loud "bang" heard two nights ago in West Virginia. It was also realized that the cause of the "bang" was a tire carcass or "road gator" that hit the undercarriage. Now we had to find a new brake line and make the repair. Good fortune was indeed smiling upon us on that day. Just across the river was Victoria British. The three of us piled into one Healey and made the trip to the main showroom and warehouse where we found the correct brake line for a late model Healey. With a new brake line, two cans of Castrol GT LMA brake fluid and a tube of JB Weld we made the required repairs to the brake and fuel lines. JB Weld was applied to the "thin spot" on the fuel line as it was just about to break through, also. That JB Weld is really great stuff. (I sold the car 18 years later and the JB Weld was still in place with nary a leak, ever.)

We were all pretty dirty, hot, sweaty and greasy after this little exercise and in need of a good washing. But our friends at the Holiday Inn were not very sensitive to our situation. Our rooms had already been closed out and they would not offer us access to a shower facility. Only one thing left to do; get in the pool. So, after a brief hand washing in the men's room, the three of us helped ourselves to the wonderful pool. Well, it didn't take long before a fairly large "oil slick" began to form and it was obvious that the other patrons in the pool were not amused. When it appeared that complaints to the management would be directed at us

we decided that it was time to fire up the Healeys and get an early start on our westerly travels.

It must have been 100 degrees that day but we pushed on in our quest to arrive in a small town west of Denver for a much needed rest and preparation for the final leg of our journey to the event. Now, I am not very fond of driving a Healey in 100 degree temperatures and the car didn't seem to like it much either. The heat was causing some vapor locking when we stopped and the car just didn't perform as well in the extreme heat; it needed some cool air. As it was, cool air was on the way! After climbing to over 8,000 feet in elevation I was about to learn another lesson about my Healey. The car really liked the cool air for a while but it seems that these machines, or more specifically the SU carbs, react strangely to high altitude and so does the overdrive. But that my friends, is another story...

Jim Clark

Newsletter By E-mail

We are still trying to establish a list of members that want to receive this newsletter by e-mail as opposed to snail mail.

The benefits are that you would get the newsletter sooner, and it would save the club the cost of postage.

If you want to receive the newsletter by e-mail, please e-mail me indicating that you want this. That gives me your correct e-mail address. <newsletter@bmca.net>

Empire Marque

This article takes us thru the +8, like mine. Next month is the Aero 8's new? Roadster model, which is like mine but has a V-6 engine made by BMW.

Postwar four-wheel cars - Morgan +4



1952 "flat radiator" Morgan +4 10

The **Morgan +4** was introduced in 1950 as a larger engined ("plus") car than the 4-4. The +4 used the 2088 cc Standard Vanguard engine, while the 4-4 used a Standard Special 1267 cc engine (1950–58). Later +4s used Triumph TR2 - TR4 engines (1954–1969). +4 production was suspended in 1969 but brought back in 1985 with a Fiat engine (1985–1988) and then a 4 cylinder Rover engine (1988–2000). Production was again suspended and the Plus 4 returned once more in 2004 with a 155 bhp (116 kW; 157 PS) Ford 4 cylinder.



1963 Morgan +4

Morgan +4+ A version of the +4, designated the +4+, was made from 1964 to 1967 with a contemporary fibreglass coupe body. The light weight and reduced drag characteristics improved the performance of the +4+ over the regular +4 in every aspect. However, the traditional Morgan enthusiasts did not embrace this departure from Morgan custom, and mainstream enthusiasts did not embrace the seemingly archaic +4 chassis. Only 26 +4+ cars were built.

Morgan 4/4



1974 Morgan 4/4

Morgan 4/4

The 4-4 was replaced by the **4/4** in 1955. The 4/4 now uses the +8 chassis and a Ford engine.

Morgan +8



1986 Morgan Plus 8

Morgan Plus 8

Faced with the decreasing availability of large four-cylinder engines for use in their +4 models, Morgan began to install the recently-available Rover V8 engine in their cars in 1968, giving these cars the model designation **+8**. The engine displacement jumped from the 2.3 L of the Triumph TR4 engine to 3.5 L, then 3.9L (1990), 4.0 (1998–2004) with an optional 4.6L (1996–2000) all based on the same Land Rover block. However, the V-8 was no longer than the Triumph. These features made the +8 accelerate much more quickly than the early +4 and also improved its road-holding capability. Horsepower (143-204 bhp), weight and performance varied with emission and structural laws through its history. In its final form, the GEMS Land Rover V8 produced 190 hp (140 kW). Thus powered, the car could accelerate from 0-60 mph in 5.6 seconds. Many enthusiasts work on the engine, exhaust, carburetors or EFI systems and improve this figure.

Blytheville show first weekend in June.

Going to be great again. More cars, SCCA will be back.

Big Friday night parade with more Friday night activities.

British tent at the show.

We will have something special for the Brits again.

Please pass this on to BMCA and other British car friends.

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Look them up at www.gasketinnovations.com.

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 April 6, 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

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



British Motoring Club of Arkansas
1923 S. Gaines
Little Rock, AR 72206