



Bits and Spares

For The British Motoring Enthusiast

Established in 1989

May 2021



Prez Sez by Fred Long

RAIN, RAIN – GO AWAY
LET THE TR MARQUE HAVE A SUNNY DAY



I hated that the scheduled Zoo run was postponed because of rain but glad that Chris and Ron were able to get it rescheduled so quickly. It was also good to hear that Luanna Cooper has snagged 45 discount tickets available for club members who make the run. Thanks for being great marque leaders and being so well organized.



If you made the club meeting and listened to Nick Dawson's Tech Talk you are probably trying to decipher this registration plate.

You also know if this is a front or rear plate – don't you? Only the British could come up with a system so screwy but that, I am sure, makes loads of sense to them. I really enjoyed Nick's talk and appreciate him making the 22-page deciphering booklet for us.

It was nice to have another great turnout at the monthly meeting and it was good to see some more folks leaving their Covid caves and rejoining the festivities. Thanks to Lisa for filling in for Wilma and recording the minutes.

It was also great to see Brent back in a LBC; Ron McLeod was very instrumental in finding just the perfect one that fit him to a T. Thanks Ronnie! I know he is going to get a lot of enjoyment out of this car and won't let this one get away – willingly. I hope we get to see it on many runs.



Brent Long's new 1976 MG Midget

Stay safe and I will see you on the road!

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MARQUE RESPONSIBILITIES

May Event..TR
TechTalk..AH/Mini

June Event..MG
TechTalk..Empire

July Event....AH/ Mini
TechTalk..TR

www.bmca.club

May Minutes by secretary substitute Lisa Hutchison

Prez Fred Long welcomed everyone to the meeting. With the absence of our secretary, members were asked to read the minutes on their own, after which they were unanimously accepted.

The Treasurer's Report was reviewed by Judy Ross, noting an income of \$240, expenses for 2 memorials, and a balance of \$8718.43. It was also unanimously accepted. As you have noticed, Leland Felix wasn't there to exercise his right to object!

Old Business was to discuss the April Event led by Jim Peckham with the Empire Marque. He described the trip to Garvin Gardens as a success as we had a lot of cars, great weather, and even a representative from Northwest Arkansas.

New Business started with the Triumph Marque Event. Ron Kew reported that May 2nd was rained out, and May 23rd will be the new date, still for members to meet at the Zoo at 1:00 pm, although he will be out of town. Parking is \$3 and entrance \$6. Contact Chris or Luanna Cooper to be added to their list. Also, if the weather is bad May 23rd, it will be postponed to May 30th even though he will be out of town. We were lucky Ron was in town for the May meeting to make the announcements!

Next Gary Mackin announced the MG Marque will have double duty in June. First the MOTAA Car Show at Petit Jean will be held on June 19th. Ron McLeod added that everything was back on schedule for the show and swap meet except for the Banquet. Awards will be given on the field instead. We will plan to meet at McLeod's to drive up together if anyone wants.

Second, Gary is planning a drive to the Railroad Museum in Pine Bluff on June 27th. The curators are happy to open it up for our group on a Sunday. More details to come.

Nick Dawson, being well-organized (unlike many of us), asked everyone to "Save-the-Date" for a drive back to Lake Nimrod on July 24th for a Picnic similar to last year. The club will provide drinks; you provide your own lunch.

The Scottish Festival in Batesville and the British Iron Car Show in Fayetteville are both occurring the same weekend, October 9th. Ron McLeod will organize the British Car Display in Batesville and Charlie Collins spoke about going to Fayetteville. They both suggest getting hotel reservations, as you can always cancel them later: Comfort Suites in Batesville or Holiday Inn in Springdale. Charlie plans to drive up on the Interstate so he can tow his recently finished MG YA. We need a volunteer to lead a group up on the backroads.

The last piece of new business was to remind everyone about Cars and Coffee, which occurs different Saturdays in different locales. Jim Clark reported that he spoke to Wayne Richie and the plan is to have a drive after the Little Rock C&C on May 15th to spread Amy's ashes, and they invite BMCA members/cars to participate.

The Tech Talk was provided by Nick Dawson. He explained what letters/numbers on license plates from the UK mean showing pictures and providing a 22-page handout. Yes, it was 22 pages. It made us appreciate the Arkansas DMV simplicity.

A few Gots were shared (but no Goofs this month): Gary Mackin got a 5 car garage (with a house). Brent Long got a '76 MG Midget and Jeannie Long got a 2011 Jaguar XK.

Birthdays Ray Dayer 3rd, Bert Pranter 22nd, Garry Jeffries 25th, Luanna Cooper 25th, Bob Beretta 28th, Brad Cunningham 29th.

Anniversaries : Jim & Wilma Newton 2nd, Jane & Jim Clark May 2nd, Dena & Jim Peckham May 9, Cindy & Nick Dawson May 22nd,

Charlie Collins collected name tags for the door prize and Bob Ross won a \$25 VISA gift card.
Meeting was adjourned.

BMCA Meetings have resumed for 2021

Assuming everyone has had the Covid vaccine by now and you feel safe with a room full of people

Monthly Meetings will be at the Whole Hog Café in Bryant
(5309 Hwy 5 North Bryant AR 72022)

Meeting starts at 7 pm, come earlier if you want to eat before meeting starts.

A FIFTY-FOUR YEAR HEALEY STORY (PART ONE)

At approximately 6:15 pm on Tuesday, November 6th, 2018, a white 1967 Austin Healey 3000 Mk III was involved in a crash near the I-30/I-430 intersection in southwest Little Rock. Rear-ended while traveling at 25 mph, the whole rear end of the Austin Healey was badly damaged, the gas tank was ruptured and the battery was “clicking”. The passenger side door was jammed shut by a compressed rear fender and only the shock absorbing properties of the spare tire, in the driver’s side area of the trunk, enabled the driver to get his door open and rescue his wife who was trapped in the passenger seat. Prompt action by the Little Rock Fire Department saved the car from being totally destroyed by fire and the driver and passenger luckily escaped with no more than sore necks and backs. The car was going to need a lot more TLC. The driver and passenger were, of course, our very own BMCA club members Jim and Jane Clark, on their way to the monthly club meeting that fateful evening.



The story of the restoration of this Healey is fascinating but the back-story is even more so. Jim had known this car since the first day it was driven on the road in May 1967. As a sixteen-year-old high school student, working part time at a local pharmacy in Norfolk Virginia, the pharmacist, Bob Pekarsky, was giving him lifts to and from work and showed up one day in his brand new Old English White Healey 3000 Mk III. Jim explains the next part of the story: “One beautiful sunny day in September, Bob pulled up in front of my house, top down, for the usual ride to work. But this time he got out of the driver’s seat, looked me straight in the eye and said, ‘Do you

think you can drive us to work’? Are you kidding? This was to be my first Healey driving experience and I couldn’t wait to prove myself behind the wheel. Needless to say, after that drive I was hooked. That initial drive eventually led to more opportunities as Bob became comfortable with my handling of the Healey. In the spring of 1968, Bob offered me the ultimate driving experience for a high school kid: If I would agree to wash and wax the Healey, I could take it on a date Saturday night, keep it overnight and return it to him Sunday afternoon. I will never forget that experience.”

Jim, with Bob’s encouragement, went to pharmacy school and spent much of his thirty year career as a pharmacist and pharmacy director with the VA system in six different states. During this time he kept up with his friend and mentor Bob, always asking whether Bob would sell him his Healey and always getting a negative reply! Jim owned 17 different Healeys during this period (does the word “addict” come to mind?) but always loved Bobs. In 2001, in poor health, Bob finally told Jim he could buy the car. Jim was on the next plane to Virginia! Deciding the car deserved a restoration Jim employed Healey specialist Paul Tsikuris, in Lakeland, Florida, to do the work. Jim himself helped with the restoration and two years later it was “better than new”. Jim had his dream car. Fast forward fifteen years to November 6th, 2018

.....(to be continued)

MG Marque by *Charlie Collins*

I wanted to offer this tribute to our recently passed MG Co-Marque leader, Michael Salzman. Michael's passing was a shock to all members of the British Motoring Club of Arkansas. He and his wife Marsha were dedicated members of the BMCA and Michael was MG Co-Marque leader for the last two years. His BMCA newsletter articles always came in on time and often he would have an article at least a month ahead of schedule. He was quick to help with the monthly tech talks and was usually involved in the monthly rallies. He will be missed, and our heartfelt condolences go out to his family. Included in this tribute is the Feb 2017 MG Article by Jerry McCullough featuring Michael and Marsha along with their MGB GT:

Marsha and Michael Salzman bought a new, British Racing Green MGB-GT in December of 1969 because they liked the way it drove. Now it is 48 years later, and they still own the car and still like the way it drives.

Michael drove it fifty miles every day for thirty years traveling back and forth to work when they lived in Shreveport, LA.

Before Michael took that stationary job, he and Marsha made plenty of moves while Michael worked at Oil Refineries. They were able to put their belongings and their two children inside of the car when they moved. They shipped everything else in a steamer trunk via Greyhound Bus.

Michael is a chemical engineer and Marsha is a speech pathologist. They met at The University Of Arkansas at Fayetteville. They now live just outside of Malvern on a small farm. They have remodeled a large plantation type house on a couple of acres of land. Michael spends some of his retirement time building and flying large radio-controlled aircraft. Hanging in his barn is a scale model of The Spirit of St. Louis.

As you can see in the photo, the MGB-GT is not a show car, but it appears to be in good shape with a patina from being used for forty-eight years. As close as Mike can tell, there are over 375,000 miles on the car.

Mike said he has never needed to do any major engine work other than valve adjustments, spark plug replacement, hoses and wires and he has replaced the clutch three times and put in new front-end bushings. Mike has always changed the oil when it became necessary. He uses Pennzoil 20/50 weight oil in the summer and 10/40 in the winter.

Looking at the GT you will notice that it has wire wheels. They came with the car and have been well maintained. Mike took his grandpa's advice and used a special grease on the splines. It is called "Anti-Seize" Compound Graphite Petrolatum Batch # 2." It was made for British Army Tanks starting with WWI It is a mixture of grease and graphite and appears to work just fine. The batch Mike is working with now was purchased by Mike's grandpa in 1956. He called it "Tank Grease."

The Salzman's became BMCA members after meeting Chris Cooper at The Garland County Fair. Marsha was wearing her MG shirt which Chris noticed. He walked over to say hello to the fun-loving couple. That was about eighteen months ago. They have lived in Arkansas since 2007 having moved back to their native state from Louisiana.



MG Marque continued by *Charlie Collins*

I wanted to include Mike's obituary to share with all in case you have not seen it. There is some redundancy with the previous article, but I wanted to use the entire obituary.



MALVERN -- It is with heavy hearts that the Salzman family must announce the passing of Michael Salzman of Malvern, Ark.

Raised near Salem, Ark., Mike earned a degree in chemical engineering from the University of Arkansas, where he also met his would-be wife, Marsha Arthur of Magnet Cove. Working as an instrumentation specialist, Mike worked at facilities as far flung as Germany and Japan.

A loving husband and father, Mike settled with Marsha in nearby Shreveport, La., to raise a family of two children. A Sabbath keeper and active elder in the local Seventh-day Adventist church, Mike led the local Pathfinder scouting club for more than 20 years, helping hundreds of kids learn to be curious, hardworking and to love the outdoors.

Mike's success as an engineer afforded him an early retirement with Marsha in Malvern, where they cared for her aging mother, Marie Arthur of Magnet Cove. A Pathfinder Hall of Fame award recipient, Mike continued to volunteer with Pathfinders, both serving the local club, as well as helping to lead the organization at the regional level.

Mike passed early Monday morning (*March 29, 2021*) after a three-week battle with COVID-19. He is survived by his wife Marsha of 52 years; daughter, Jennifer, her husband Bill, and grandson Sebastian; as well as his son, Nathaniel and his wife Kate.

Our heartfelt condolences to Mike and his family.

(Below is a Tech Talk Mike sent to Brenda the first of March for the April newsletter)

This tech talk is for a limited MG audience. My 1969 MGB GT with twin HS-4 carburetors has had a choke that was difficult to pull since it was new. I have tried various "fixes", but nothing helped much. I replaced the choke cable several times and now have a cable with a T-handle cable that is easier to hold on to, but did not make the choke any easier to pull.

The problem was with the position of the brass choke lever (Moss part number 370-110). In my case this lever was pointed almost straight down which gave almost no mechanical advantage to pull the choke. I was pulling the lever straight up into the choke connecting rod rather than rotating it. The correct position for the brass choke lever is about 45 degrees down from level. This allows full travel of the jet linkage, but gives the brass choke ever some mechanical advantage to rotate the choke connecting rod.

When doing this adjustment, be sure the jet linkage travel is correct both with the choke pulled and with the choke off. The jets must hit the bottom of the adjusting nut when the choke is off.

Pressing the gas pedal while pulling the choke will take the pressure off the fast idle cam that will also make the choke a little easier to pull.

If your choke is hard to pull, try this adjustment. It worked well for me. Mike



63rd ANNUAL PETIT JEAN SHOW 2021

CO-HOSTED BY: THE MID-AMERICA OLD TIME AUTO ASSOCIATION & THE MUSEUM OF AUTOMOBILES

LOCATION: ON THE TREE SHADED GROUNDS OF THE MUSEUM OF AUTOMOBILES ATOP PETIT JEAN MTN.

DATES: JUNE 16, 17, 18, 19, 2021

*SWAP MEET CHAIRMAN: TOMMY HOELZEMAN
PETIT JEAN MOUNTAIN, 8 JONES LANE MORRILTON, AR 72110
TELE 501-727-5427*

email: info@motaa.com ~ www.motaa.com

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Forms Available Online

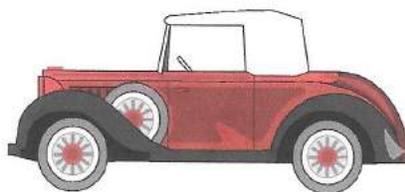
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*900 ANTIQUE AUTO RELATED SWAP MEET SPACES
60 ARTS & CRAFTS / FLEA MARKET SPACES
275 COLLECTABLE CAR CORRAL SPACES
80 RV PARKING SPACES (NO HOOKUPS)*

OPEN DAILY 8 A.M. - 7 P. M. WED. JUNE 16TH THRU SAT. JUNE 19TH

ANTIQUE CAR SHOW: SATURDAY JUNE 19TH, 11:00 A.M. TO APPROXIMATELY 3:00 P.M.
OVER 100 ORIGINAL CARS FROM TURN OF CENTURY MODELS TO 25 YEAR OLD MODELS,
WILL COMPETE FOR FIRST, SECOND, THIRD PLACE, AWARDS IN FORTY-SIX (46)
CLASSIFICATIONS

**OPEN CAR SHOW: SATURDAY JUNE 19TH, REGISTRATION 8 AM - 12 NOON, JUDGING AT
12 NOON, AWARDS PRESENTED AT 3:00 PM, OPEN TO ALL VEHICLES, TWO AWARDS IN
EACH OF FORTY-TWO (42) CLASSIFICATIONS**



FREE ADMISSION !

PUBLIC IS WELCOME !

Triumph Marque *by Ron Kew*

Some in our club have had one or more classic cars that they have used sparingly and never taken one on a trip longer than an hour or two. Yes, there is a chance that if you take an older little used car on a longer trip, you might have car trouble. But if you think of it as an adventure and have some flexibility, it can be a great experience that can produce fond memories along with an amusing story or two.

One nice thing about having an older classic car that breaks down, has something fall off of it, or maybe a muffler dragging and creating sparks (yes those things have happened to me); I've found that people are more likely to stop and cheerfully ask if they can be of assistance than if you were in a modern vehicle.

Have you sometimes thought, "I should take my British car on a long voyage someday." If so, are you any closer to making that happen than you were last year or even five years ago? If not this year, then when?

Happy Motoring, Ron

The TR event was originally scheduled for May 2nd but postponed due to rain. If the weather forecast looks bad again for May 23rd, the alternate date is May 30th.

There isn't a club drive, just show up at the Zoo to join the group.

Event Details: Meet around 12:30 for a 1 PM entrance on Sunday May 23rd,

1 Zoo Drive, Little Rock 72205 Zoo phone # 501 661-7200

We plan to meet in the LR Zoo parking lot. They said a good place to gather is near the Otter Statue. Normal Admission fee = \$12.95/adult over 60 = \$2 discount Parking \$3/vehicle

We get a group rate of \$6/person for those in our group who we reserved a spot for.

Parking \$3/vehicle

For the group rate we all must go in together and one person pay for our group,

including parking. Example: Two people in one car = $$(6 \times 2)$ entrance plus \$3 parking = \$15

Currently they are limiting entry to 350 people in the zoo at a time. They will allot the number of spots we have reserved, if we have more than that, entrance depends on whether they are at max at that time or not. They sent us a form for 45 people, that should be more than enough.

We plan to go in at 1 PM. Those going in with our group, please bring cash for your entrance fee and parking.

Since one person will need to pay, having the exact amount you need will be helpful. Assuming the 23rd is when we have this, Chris and Luanna Cooper will be taking in the money and paying for the group.

2021 Calendar of BMCA and Regional Events

June 1.....Monthly Meeting Whole Hog Café (5309 Highway 5 North Bryant, Arkansas 72022)
June 19.....Petit Jean Car Show (<https://www.motaa.com/basic-01>)
June 27.....MG Event, Rail Road Museum, Pine Bluff (<https://arkansasrailroadmuseum.org/>)
July 24.....AH/Mini Event, Lake Nimrod (<http://nimrod.lakesonline.com/>)

Little Rock Cars and Coffee, 3rd Saturday of every month, 8 am to 11 am
Hot Springs Cars and Coffee, 4th Saturday of every month 8 am to 11 am

TR Event for Sunday, May 23, 2021

Meet at the Zoo around 12:30 pm 1 Zoo Drive, Little Rock 72205

We plan to meet in the LR Zoo parking lot, near the Otter Statue.

Normal Admission fee = \$12.95/adult over 60 = \$2 discount Parking \$3/vehicle

We get a group rate of \$6/person for those in our group who we reserved a spot for.

For the group rate we all have to go in together
and one person pay for all of the group including parking.

If you want to be included in the group and didn't sign up at the meeting,
then send email to ronkew@yahoo.com by Thursday May 13th.
Currently they are limiting entry to 350 people in the zoo at a time.

They will allot the number of spots we have reserved,
if we have more than that entrance will depend on whether they are at max at that time or not.
We plan to go in at 1 PM.

Those going in with our group, please bring cash for your entrance fee and parking.

Please Note: If it rains, we will go on May 30th.

Details for the June 19th Petit Jean car show will be in the June newsletter.

MG Marque Event June 27, 2021 will be a trip to the Railroad Museum in Pine Bluff.

The Museum has been reserved for 1pm. There is no cost, but they accept donations.
Meeting place and route will be announced in the June newsletter.

AH/Mini Event will be a drive back to Lake Nimrod on July 24th for a Picnic similar to last year.
The club will provide drinks; you provide your own lunch.



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