



# Bits and Spares

For The British Motoring Enthusiast

Established in 1989

August 2021



**Prez Sez** by Fred Long

It's Hot So Get Your Read On!

It has been so miserably hot it has been hard to get outside and get motivated to do anything. I have used the hot weather as a good reason to ramp up my reading and been putting the books away. I am now well-versed in all things Sackett as I devoured all of that Louis L'Amour series of books. I also enjoy reading my monthly Enjoying MG from the MG Owners' Club and MG Driver from NAMGBR as well as several British car clubs newsletters that are available online. Some of these will also email you their newsletters as they are released.



Of the many emails I am inundated with, one of my favorites I receive is from Michael Carnell (Michael@JustBritish.com) with the Just British Online Motoring Magazine. If you don't already receive it I highly recommend visiting <https://justbritish.com> and from the home page you can

subscribe to the updates for free (my kind of deal). There is something in there for all the marques and links to all kinds of news updates and videos. His email always includes his VotW (video of the week) although it has been more like the video of the month since COVID. Hope you all take the time to check it out.

Brenda Collins has also recommended several other club newsletters to read that I enjoy as well. Brenda has done an amazing job making sure we have a newsletter published every month, something none of the other clubs can boast about.

Thanks Brenda!

I hated that I missed the July club run to Lake Nimrod but had an absolutely fantastic time in Florida and might have put on a little weight on the trip. I tried to eat a year's worth of fresh seafood to hold me over until next summer's return trip.

I did make the Hot Springs Cars & Coffee and had the only British car there until late in the day when a TR6 showed up after Brent and I had left. While we were down there we did make a quick stop by Chris and Ron's store where Brent could spend a little of his birthday money on a new sound bar.

Stay safe and I will see you on the road! Fred



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**MARQUE RESPONSIBILITIES**

Aug..Event..Empire  
TechTalk...MG

Sept Event...TR  
TechTalk..AH/Mini

Oct Event....MG  
TechTalk..Empire

**www.bmca.club**



## MG Marque by Charlie Collins

I thought this might be a good time to suggest a few items that could help you get home after a BMCA rally or just out for a summer run. This article came to mind after one of our members had an issue getting his car started after our August picnic run.

But first a quick review of a few items to check before leaving the house to join the rally or taking a leisurely drive. Such as, check that the oil level is topped off. And, how long has it been since you looked in the radiator?? Especially this time of year, that needs to be a priority. Also, how long has it been since you checked the air pressure in the spare tire? I know many of the newer models don't come with spares, but the focus here is on the older British cars. How well does that gas gauge work? Why does it always show I have a half a tank of gas?? Maybe you should top off the tank the night before.

Back to main topic, what could you put in the trunk that might help you get home in an emergency. I know as unlikely as that is for our British cars, right? I've included a picture with some items that can help you get home and I normally have this in a bag that I can move from one car to the other. First and for most a small electric fuel pump. In the picture, you will notice the pump I have prepared has hose, clamps, an inline fuel filter and a battery connection. I have seen too many fuel pump failures in the recent years not to have this item in the car. Of course, you will need a screwdriver for the hose clamps, so I recommend carrying a medium sized flat head and Philips's screwdriver. Also, a medium size adjustable wrench can come in handy. The fuel pump needs to be a low-pressure type of pump. The MGs are no more the 3.5 pounds of pressure. I believe the older Triumphs are the same, but you should check your cars specifications to make sure and get the correct pump.

I carry a back up fan belt. Most all of my MG's use the same belt which makes life simple. I like to carry spare set of spark plugs, that will require a spark plug wrench to change. Also, a back up set of points and condenser. All my cars have been upgraded to solid state points, but those can fail as well and having a back up is a good idea. I keep a test light in the bag, duct tape and tire pressure gauge. I include a small compressor that runs off 12 volts for longer trips.

I know many of us carry more than these few items and many of us are driving newer more dependable British cars these days, but there are still some dedicated folks driving those 50+ year old cars. If we had just driven one of the older cars that had the spare fuel pump, I know one of our club members would have been very happy last month. A quick check by removing the fuel line to the carburetor showed his mechanical pump had failed!

The other solution was AAA!!

Drive safely, Charlie Collins



## THE FIRST MINI?

Last month I covered the first Mini, on display at the British Motor Heritage Museum at Gaydon, England. But in researching this car I found a Facebook page from 2017 disputing the history of this car as the very first of its kind. I am copying the entire Facebook article below to detail the author's reasons for disputing the Morris Mini Minor, registration number 621 AOK, as the first production Mini.

"The exact chronology of Mini production has been distorted through the passage of time which has resulted in a series of half-truths becoming the accepted story. For a long time it has been accepted that 621 AOK, now at the BMH Gaydon museum, was the first production Mini. The truth is as follows. The first production Mini with the chassis number 101 was an Austin Mini Seven built at Longbridge on 3 April 1959. 101 has long since disappeared into the great scrapyards in the sky, but 102 built the same day amazingly survives. Registered 627 HUE, in 1965 this car was bought by Donald Healey and transformed into a convertible two-seater, apparently with the blessing of Alec Issigonis. 627 HUE is now owned by a Japanese Mini collector. Both Minis 101 and 102/627 HUE were delivered to one Alec Issigonis. The initial Austin production was as follows. Austin chassis 103 also survives, registered KEG 77, it was exported to Japan in 1996.

It was on 8 May 1959 that Mini production began at Cowley when Morris chassis numbers 101, 102, 103, 105, 106, 107, 108, 110, 111, 112 were all built. Bizarrely 104 and 109 were built a few days later. Morris Mini Minor chassis 101 was registered as 621 AOK. So why the confusion? One can only assume that in February 1965, when the millionth Mini was produced in the aftermath of the second Monte Carlo rally win, that BMC's PR machine simply made the understandable mistake of assuming Morris 101/621 AOK was the first car of all and it and Alec Issigonis posed outside Longbridge with a 1965 model for PR photographs that have appeared in the printed media ever since. In fact, Morris 101/621 AOK was the sixth production Mini. By the time the error was realized it was too late to backtrack and Morris 101/621 AOK has now become the official first Mini."

(<https://www.facebook.com/200375720507123/posts/621-aok-is-the-first-minithe-exact-chronology-of-mini-production-has-been-distor/202491863628842/>)



The "original" second Austin Seven (# 102)



The "original" Morris Mini Minor (# 101)

What is also interesting, from my combined Austin-Healey/MINI/Mini marque leader position of the BMCA is the fact that Donald Healey himself took possession of the second Mini made and chopped the top off to make the first Mini convertible! Who knew ..... ?

## Triumph Marque *by Chris Cooper*

**Hello Everyone**

How many of you have heard of this Fury ?    The Plymouth Fury



Yes.....But have You heard of this Fury British Style ?



The Triumph Fury was a two-door convertible prototype by the Standard-Triumph Company of Coventry. It was the first monocoque sports car to be made by Triumph.

[1] Body design was by the Italian stylist Giovanni Michelotti and the car used components from the 2000 saloon including the 2.0L 6-cylinder engine of the time, although the use of the 2.5L 6-cylinder or the 3.0L Triumph V8 was possibly intended, had the car gone into production.

[2] The car lost out to the continuation of the separate-chassis TR series, with the Triumph TR5 being introduced in August 1967.

The decision by Triumph to not develop the car was due in part to the reluctance to invest in new production line and tooling facilities required to manufacture the model, in favor of continuing with the simpler manufacturing of the separate body and chassis design of the TR series.

Only if they would have done this one as a Spitfire Limited addition.

Think about how much fun this Fury would have been.

Well that's what happens when Money is a Problem.

Take Care and God Bless    Chris Cooper.

## Empire Marque *by Jim Peckham*

### Me & McGee Market

Located in just outside of North Little Rock, Arkansas,

Me & McGee Market provides an outlet for local farmers and producers.

In a relaxing environment, Arkansas products can be found such as meats such as grass-fed beef, buffalo, pork, lamb and poultry. As well as, plants, eggs, honey, fresh produce, spices, jams and jellies! An extension of these farmers and artisans, we cherish the retail responsibility of our partnerships, especially interacting and connecting with customers.



<https://meandmcgeemarket.com/about-us/>

# TR EVENT

## Sunday Afternoon Sept 5, 2021

Meet at McLeod's British Cars 14310 Corvallis Rd, Maumelle 72113

1:15 Drive to Dickey Stephens Park N. Broadway St, NLR 72114 501 664-1555

2:10 First pitch for Arkansas Travelers last home game of season versus the Wichita Wind Surge

If anyone wants to prepurchase tickets you can find them online. Prices range from \$6 for general admission to \$12 per ticket for designated seat. Otherwise, can purchase tickets at the park.

Route from McLeod's:

Left on AR-365 S go 13 mi

At traffic circle take the 3rd exit onto W Broadway St

Right onto Broadway Bridge

Dickey Stephens Park will be on the Left

### Parking:

Dickey-Stephens Park Main Parking Lot

The lot on the west side of the Broadway Bridge is maintained by the Travelers.

Each car costs \$5 per game for parking.

Entrances to this lot are from Broadway Avenue and Riverfront Drive.

### Other Parking:

There are many lots available for parking in downtown North Little Rock.

There is street parking plus some free parking and paid parking.

Can also park in Downtown Little Rock and walk over the New Broadway Bridge walkway or Main Street Bridge to the game.

### Special Offers this game:

Ticket Offer: Operation Military Appreciation Day

\$3 off a Box, Reserved, or GA ticket with a Military ID

Ticket Offer: \$10 Church Bulletin Family Pack

\$10 for up to 6 GA tickets when you bring your church bulletin, no upgrades available with this package.

Redeemable at the Box Office

Ticket Offer: Edward Food Giants \$3 Off

\$3 off a Box, Reserved, or General Admission ticket with an Edward Food Giant Coupon.

Redeemable at the Box Office.

## 2021 Calendar of BMCA and Regional Events

Aug 3.....BMCA Monthly Meeting  
Aug 7.....Conway Cars & Coffee  
Aug.....Empire Event  
Aug 21.....Cabot Cars & Coffee  
Sept 7.....BMCA Monthly Meeting  
Sept.....TR Event (*details on previous page*)

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

### Empire Marque Event August 15th

Meet at Shotgun Dans, Rose City at 10:30 am  
4020 E. Broadway St.  
North Little Rock, AR 72117

Leaving at 11 am

Take I 65 E to Scott, cross tracks, see watermelon stand on right, Keep going,

See waste water plant on Right, 2.7 mi, Keep going ,

Go under freeway, Keep going.

Willow Beach Church on right, Keep going.

New Life Church on right, Keep going.

See corn field on left, Keep going.

At 8.5 miles, turn left on Walkers Corners Rd.

Robert Dorch Seed farm on Right, see All Souls Church on left, Keep going.

See corn field then soybean field on right, Keep going.

See Chism Acres houses on right 2.6 miles.

Bayou on left, Don't Fall In. Keep going.

5.1 miles, turn left at "T", see abandoned house in front of you,  
more bayou on left. Keep going.

3.4 miles, Me & McGee on Right. (10409 Highway 70, North Little Rock, AR 72117-9468 )

You Are There.



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*"Arkansas' Classic British Car Specialist"*



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