



Bits and Spares

For The British Motoring Enthusiast

Established in 1989

March 2022



The 44th Annual Wye Mountain Daffodil Festival
located on Wye Mountain, 22300 Hwy 113 .

Prez Sez by Fred Long



Mardi Gras, what a way to start the month. It was nice to ring in Fat Tuesday with a king cake from Randazzo's Camilla Street Bakery at work but I surely didn't need the sugar rush. This best part of Mardi Gras Day this year was seeing over 30 people at the BMCA meeting at Whole Hog, man what a nice turnout. After all the cold weather we have had recently it was nice to have a sunny, temperate day and early evening to help draw more folks out.

March is a busy month for us personally with Jeanie and I each having a benchmark birthday, our anniversary, one of our son's birthday and a grandson's birthday. Throw in Mardi Gras and St. Patrick's Day and there is always a reason for us to celebrate, not that we need one. St. Patty's Day is one of my favorite holidays, it is probably because of all the red-haired folks and their Irish tempers in my family – green beer may play a small role in it as well! It is also nice to wear the weird garb and talk a wee bit IRRRISHHH. If I ever find that pot of gold it is safe to assume that there would be another LBC or two in my future.



I have had all the cars running and out except the Sprite in the last few weeks so I am sure it is mad at me, no telling how ole Sparky will act when I get her fired up. Hopefully she will be in tip-top shape for the April AH/Mini event to Lorance Nature Area and that the weather will be ideal as well. Probably a pre-run trip to McLeod's for a checkup is in the offing. I am really excited about the upcoming Wye Mountain Daffodil Festival run and the early forecast of Sunny and 65 sounds ideal for a top-down ride. I have also heard rumor that their may be an impromptu stop at a winery with live music on the way back.

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

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MARQUE RESPONSIBILITIES

April Event...AH/Mini	May Event..Empire	June Event...TR
TechTalk..TR	TeckTalk..MG	June TechTalk..AH/mini

BMCA by *Wilma Newton*

I think I shocked everyone by showing up for the meeting since I had skipped 2 months in a row, I took down my notes and gathered my information, brought them home and laid them down. I did remember to do them. Benda did have to give a nudge to me to remember to finish and send them.

Prez Long said he thought we had a really good turn-out, I counted 30 members. We had two visitors (actually long lost members) announced: Tom Wilkins, and his Midget; Michael Pascolla, and his 76 TR6. Lisa Hutchison read the minutes from February, since she took them. They were approved and seconded. Judy Ross did the Treasury minutes with an ending balance of \$8,746.72.. This was also accepted and seconded.

The February Marque Event story was told by Lance Felix, the co-captain for the Triumph marque. February 6, 2022, the club had the annual event of driving to Romance, AR. Lance said it was a nice drive, definitely cold, with ice on the roads in a few places.

Next month is our MG Marquee event. I don't know our MG Marquee leader, Gary Mackin, he was just recently discharged from the hospital and is now home. Mr. Collins has stepped in for this trip's event. It has been tagged that this event is in Gary Mackin's honor. Everyone is to meet up at the Chenal Parkway's Walmart. Driving to Wye Mtn. for the Daffodil festival. Tom Wilkins mentioned that the river bottoms had a winery. It was mentioned if anyone wanted to check it out, maybe a quick stop could be arranged.

For April, Nick Dawson has planned the Austin Healey/Mini event to go to Lorance Creek Natural Area and Terry lock and dam. When we get there, we will have a picnic lunch.

Tech Talk: Mr. Hutchison took the floor. And said he was on a trip in his Mini. Going well, His LBC back-fired twice and died. He found a parking space in a cemetery driveway. He got his electric fuel equipment out, fuel pump was fine, the spark plug looked fine. Next, was to check the coil and they were wet with oil, so that meant they were busted. Called in a tow truck.

Gots and Goofs: Jim Clark finally got his 63 MGB that is Iris Blue home. Chicago had 12 inches of snow. Nick Dawson sold his 68 Jag - 2000 XK to Jim Clark to buy a newer Mini Cooper Works. Bob Harris is moving his mother back here. Jack Brashears shared a story about Neal Havlich fixing cars. He had to replace a relay that is behind the glove compartment for Ken Coyle's MGB.

Birthdays: Chris Cooper, 2nd; Mary Sue Brashear, 3rd; Karsten Piefremment, 3rd;
Elaine Jones, 7th; Michael Ross, 12th; Joel Taylor, 14th; Minnie Biltgen, 20th;
Brenda Collins; 21st; John Oliver, 24th; Fred Long, 21st; Syndi Inscore, 25th; Eric Weidmann, 26th;
Gayle Nelson, 28th; Moe Bokaie, 28th; Jeanie Long, 31st.

Anniversaries: Charlie and Brenda Collins, 6th; Fred and Jeanie Long, 12th;
Ken and Deborah King, 13th.

Gus Kemp passed away a couple of weeks ago.
Door Prize of \$25 gift certificate: Jack Brashear

Membership dues were due in January.
If you have not renewed by the March meeting,
this will be your last newsletter to receive.

Please renew now so you can keep up with what our club is doing !!!

THE HEALEY SILVERSTONE – HOW A MARQUE STARTED

Before the Austin-Healey 3000, before the Austin-Healey 100, the Healey company had been started in 1945. Donald Healey himself had been shot down in 1918, at the end of WW1 and had gone on to Monte Carlo Rally glory in the 1930's as a driver (1st in 1931 and 2nd in 1932 in a 4 1/2-litre Invicta; 3rd in 1934 in a Triumph Dolomite), but decided after the second world war to start his own company. The Donald Healey Motor Company's first car was the very expensive Healey Elliot, a large sedan with a Riley engine but Healey's heart was really in sports cars (for the road and racing) and so with the help of designer Len Hodges the Healey Silverstone was introduced in 1948. Built to a price of under one thousand pounds to avoid a 66.66% luxury purchase tax, it was a light roadster built on the same chassis as the Elliot sedan and was powered by a 2.4-litre Riley in-line 4-cylinder engine and a 4-speed manual transmission.



Somewhat ahead of its time aerodynamically, with a long narrow body, faired-in cycle wing fenders and headlights behind the radiator grille, the car had no bumpers and at the back a slot was cut out to house a spare wheel so it did not add to the wind resistance. Two people could fit into its narrow cockpit and it had minimal luggage space. In fact the 1949 model (the D-type) was so narrow and uncomfortable it had to be enlarged for the 1950 model year (the E-type) to accommodate "normal"-sized drivers! However, both versions were more successful on the track than as road cars and, with a top speed of 110mph and an 11 second 0-60mph, won the Alpine Rally in 1949 and 1951, and the 1951 Liege-Rome-Liege Rally. Hand-built in the Healey factory in Warwick only 105 Silverstone's were built before production was given over to the much more civilized Nash-Healey in 1951, built almost exclusively for the US market, as the British government pushed for export markets to take precedence in an effort to boost an economy still reeling from the effects of WW2. The Healey story had begun ...

How to determine what type of ignition coil your car needs

To begin with, there are two types of coils used on our LBC's: ballasted and non-ballasted. The non-ballasted are most common on the pre 1970 cars but many of the later cars have been converted to this type of system. This conversion is sometimes required if you are using an after market electronic ignition. This type of system requires 12 volts to the coil at all times that the ignition is on. The coil must also have a 3 ohm rating so that it will not burn out.

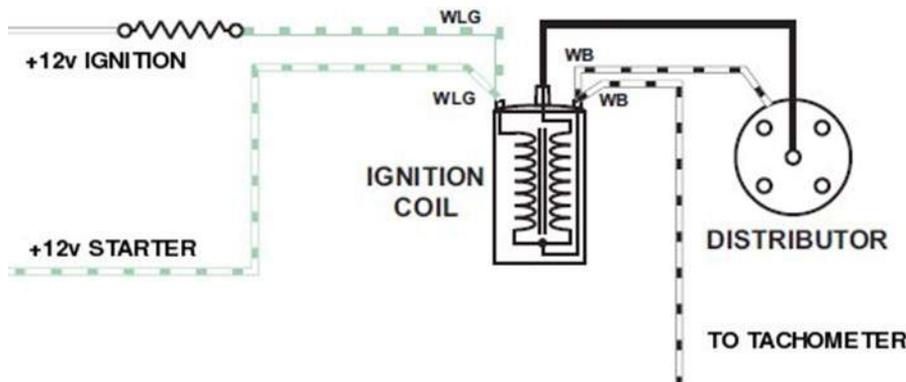
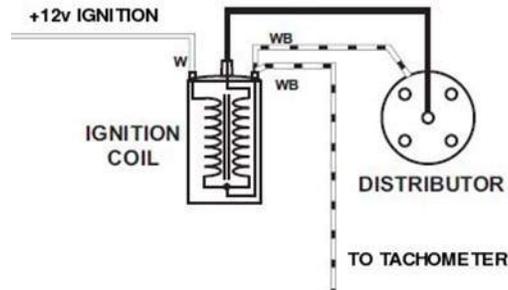
The ballasted systems were created to improve cold weather starting. This system only requires 6-9 volts to the coil and uses a 1.5 ohm coil. A ballast resistor is used to step the 12 volts from the battery down to the 6 to 9 volts required to fire the ignition after the car is running. At startup, another circuit sends 12 volts directly to the coil and then shuts off after the motor is running to prevent the coil from burning out.

So which system do you have? Here is a simple way to find out. Connect a multimeter positive cable to the ignition side of the coil (usually the positive "+" side) and the negative cable to ground, then turn on the ignition. If you get a reading of 6 to 9 volts you have a ballasted system. If you get a reading of around 12 volts you have a non-ballasted system.

Our 1983 Mini had been extensively modified by the previous owner so I was unsure what type of system it had. By doing this simple test, I was able to determine that it had a non-ballasted system and needed a 3 ohm coil.

Thanks to classicmini.weebly.COM for the original tutorial.

Non-ballasted Coil-Only powered when the ignition is on



Ballasted Coil-Ballast built into the wire to reduce voltage; Wire from starter powered when starter is on

MG Marque by Charlie Collins

The MG Midget is a small two-seater sports car produced by MG from 1961 to 1979. It revived a name that had been used on earlier models such as the MG M-type, MG D-type, MG J-type and MG T-type.



The first version, announced at the end of June 1961 was essentially a slightly more expensive badge-engineered version of the MkII Austin-Healey Sprite deluxe version.

The original 'frogeye' (Bugeye) Sprite had been introduced specifically to fill the gap in the market left by the end of production of the MG T-type Midget as it's replacement, the MGA had been a significantly larger and more expensive car with greater performance. Many existing MG buyers turned to the Sprite to provide a modern low-cost sports car and so a badge-engineered MG version reusing

the Midget name made sense. The new Midget differed from the Sprite only in grille design, badging, improved interior trim, better instruments and added external polished trim to justify its higher price.

Mechanically the car was identical to its Austin-Healey counterpart, retaining the rear suspension using quarter-elliptic leaf springs and trailing arms from the 'bugeye'. The engine was a 948 with twin SU carburetors producing 46 hp at 5500 rpm and 53 lb/ft at 3000 rpm. Brakes were 7-inch drums all round. A hard top, heater, radio and luggage rack were available as factory-fitted extras.

In October 1962, the engine was increased to 1098 cc, raising the output to 56 hp at 5500 rpm and 62 lb/ft at 3250 rpm, and disc brakes replaced the drums at the front. 13x4" Wire spoked wheels became available.

The doors had no external handles or locks, and the windows were sliding Perspex side-screens. A heater was an optional extra.

Production was 16,080 of the small-engine versions and 9601 of the 1098.

A car with the 948 cc engine was tested by the British magazine *The Motor* in 1962 and had a top speed of 87.9 mph and could accelerate from 0-60 mph in 18.3 seconds. A fuel consumption of 40.2 miles per imperial gallon (33.5 mpg-US) was recorded.

In 1964 through 1974, the Midget MkII was released. Externally the main changes were to the doors, which gained wind-up windows, swivelling quarter lights (AKA wing windows), external handles, and separate locks. The windscreen gained a slight curvature and was retained in a more substantial frame. The hood (US – top), though modified, continued to have a removable frame that had to be erected before the cover was put on. The rear springs were replaced by more conventional semi-elliptic types, which gave a better ride. The engine block was strengthened, and larger main bearings were fitted, increasing the power to 59 hp at 5750 rpm and torque to 65 lb·ft at 3500 rpm. A total of 26,601 were made.

From 1966 through 1974, the engine grew to 1275 cc using the development seen on the Mini-Cooper 'S'. Enthusiasts were disappointed that this was a detuned version of the 76 bhp at 5800 rpm Cooper 'S' engine, giving only 65 hp at 6000 rpm and 72 lb/ft at 3000 rpm. A reduced compression ratio of 8.8:1 was used instead of the 9.75:1 employed on the Cooper S engine.

Con't on next page...

MG Marque Article con't..



The Midget used the 12G940 cylinder head casting that was common to other BMC 1300 cars, whereas the Cooper 'S' had a special head with not only larger inlet, but also larger exhaust valves; however, these exhaust valves caused many 'S' heads to fail through cracking between the valve seats. The detuned engine was used for reasons of model range placement – with the Cooper 'S' spec engine, the Midget could have been faster than the more expensive MGB. The hydraulic system gained a separate master cylinder for the clutch. The hood (Top) was now permanently attached to the car, with an improved mechanism making it much easier to use.

In late 1967 (1968 model year), US-spec cars received several safety additions: a padded dashboard, smaller main gauges, collapsible steering column, scissor-type hood hinges, a third windshield wiper, additional side marker lights, and anti-burst door latches.

In Dec 1968, beginning s/n 66236, the rear axle gear ratio was reduced from 4.22:1 to 3.90:1, giving 16.5 mph for every 1000 rpm. This increased final drive ratio gave better fuel economy. Minor facelift changes were made to the body trim in late 1969 (1970 model year), with the sills painted black, a revised recessed black grille, and squared off taillights as on the MGB.

To meet US federal regulations Midgets from 1974 through 1980, large black plastic-covered bumpers were added to the front and rear and the ride heights were increased. The increased ride heights affected handling, and anti-roll bars were added to help with the higher center of gravity. The A-Series engine was replaced by the 1493 cc Standard SC engine from the Triumph Spitfire, coupled to a modified Morris Marina gearbox with synchromesh on all four gears. The increased displacement of the new engine was better able to cope with the increasing emission regulations

In the US market British Leyland struggled to keep engine power at acceptable levels as the engines were loaded with air pumps, EGR valves, and catalytic converters to keep up with new US and California exhaust emission control regulations. The U.S market model's dual SU HS2 carbs were swapped for a single Zenith-Stromberg 150 CD4 unit catalytic converter carb in 1976 and all models after came with the Zenith-Stromberg 150 CD4T. Power fell to 50 hp at 5000 rpm and 67 lb-ft of torque at 2500 rpm. The round rear-wheel arches were now square again, to increase the body strength, and the front arches were lowered to minimize the gap from raising the suspension. The last car was made on 7 December 1979, after 73,899 of the last versions had been made. The last 500 home-market cars were painted black.



From Wikipedia

TR Marque *by Chris Cooper*

The Triumph Mayflower is a British four-seat 1+1/4-litre small luxury car noted for its razor-edge styling.

It was built by the Standard Motor Company and sold by Standard's subsidiary, The Triumph Motor Company.

It was announced at the October 1949 British International Motor Show, but deliveries did not commence until the middle of 1950.

One of the nine prototype Triumph Mayflowers, "JWK 612", was factory tested 5000 miles across Europe in 1950, they used the famous rooftop test track of Impéria Automobiles in Belgium.

The Mayflower was manufactured from 1949 until 1953.

The Mayflower's "upscale small car" position did not find a ready market, and sales did not meet Standard's expectations.

The company's next small car, the Standard Eight of 1953, was a basic 0.8-litre economy car.

A Mayflower tested at Brooklands racing circuit, by British magazine The Motor in 1950 had a top speed of 62.9 mph (101.2 km/h) and could accelerate from 0–50 mph (80 km/h) in 26.6 seconds.

A fuel consumption of 28.3 miles per imperial gallon (10.0 L/100 km; 23.6 mpg -US) was recorded.

This is a Great Looking Like a mini me Rolls Royce Silver Cloud

Thanks
Chris Cooper

Take Care and God Bless

Leland Felix is the proud owner of one of these!



SUNDAY, APRIL 24th, 2022

**AUSTIN_HEALEY/MINI MARQUE EVENT
LORANCE CREEK NATURAL AREA and TERRY LOCK AND DAM**



Meet at 1:00 p.m. at the C1 parking lot of the Outlets of Little Rock shopping mall at the intersection of I-430/I-30. We will start the drive at 1:15 p.m.

This will be a drive to Lorraine Creek Natural Area, where we will enjoy a walk on a boardwalk above a cypress swamp. Continuing on, we will then go to the Terry Lock and Dam where we will finish the drive with a picnic in the parking area overlooking the Arkansas River.

**HOMEMADE COOKIES AND SOFT DRINKS WILL BE PROVIDED AT THE FINISH.
BRING OTHER FOOD YOU MIGHT WANT TO EAT!**

<https://destinationnatureblog.com/lorance-creek/>

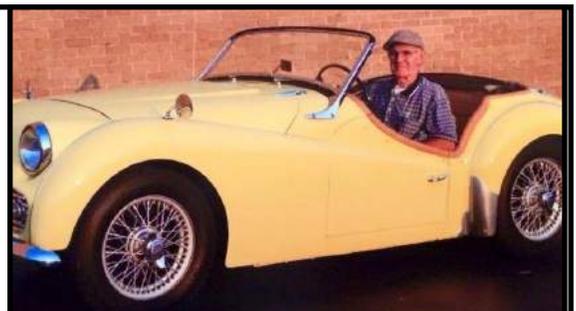
<https://www.littlerock.com/little-rock-destinations/lorance-creek-natural-area>

<https://www.nature.org/en-us/get-involved/how-to-help/places-we-protect/lorance-creek/>

<https://www.alltrails.com/trail/us/arkansas/lorance-creek-nature-trail>

Our Deepest Sympathies
To Family and Friends of

Gussie "Gus" Kemp, 83, of Little Rock, Arkansas who passed away on Tuesday, February 15, 2022. He was born on Sunday, March 6, 1938,



2022 Calendar of BMCA and Regional Event

March 13.....MG Rally (*details below*)

April 5.....BMCA meeting

April 24AH/Mini (details on previous page)

May 3.....BMCA meeting

MayEmpire Rally

June 7.....BMCA meeting

June.....TR Rally

June 18.....Petit Jean Car Show

July 5.....BMCA meeting

July.....MG Rally

Conway – 5th, Cabot – 12th, Cars and Coffee
Little Rock – 19th, Maumelle – 26th

MG Marque Rally will be March 13, 2022.

We will meet at the Walmart parking lot on Chenal and Hwy 10/Cantrell,
(19301 Cantrell Rd, Little Rock, AR 72223)

We will meet at 10 am Daylight Standard Time and depart at 10:30 am
for a nice drive to Wye Mountain, (22300 Hwy 113)
for the 44th Annual Daffodil Festival,

The Festival will be in it's final days but there should still be plenty of
beautiful flowers to see and photograph.

7 acres of approximately 60 varieties of daffodils, arts and crafts, food vendors,
music, photo ops, and daffodil bulbs available for purchase.

Free Admission and Free Parking (Donations accepted and appreciated)

The run will be in honor of Gary Mackin who continues his recovery.
Gary, get well soon and our thoughts will be of you as we dedicate this run to you!

Charlie Collins 501-554-2853

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