

‘BRITISH’ July 2026



***Terry won best of show at GOBMC in Springfield
Bill, Doug, and Richard also got awards***

‘BRITISH’

>Well worth reading some of the time<

--- 2026 Issue

The monthly publication of the British Iron Touring Club of NW Arkansas
Dedicated to the preservation, touring, towing, racing and discussion of British cars.

Contact us

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Monthly Meetings:

At the All American Steak House and Sports Theater at 3942 W Sunset in Springdale. The second Thursday of the month, except for December.

Meetings Minutes:

The delay in newsletter publication has allowed July meeting notes to be included.

71 active member units. Welcome new member Jim with an MGA.

NEWSLETTER HELP NEEDED! Thank for David for setting up, but **we still need an editor.**

Tech session moved to July 18th at 9am.

Brits in the Ozarks show planning is coming along.

Please register your cars sooner rather than later.

Car show awards are being ordered.

Sassy's is providing the Friday sides and Greg ordered the chicken.

If you live under a rock like Greg, we are auctioning an MGA in the auction this year!

Brian will start investigating purchasing a club flag. More to come on this.

See upcoming events on page 4 or on our website. Please RSVP for events.

Chairman's Corner

Brian Lea

As you read through this newsletter, know that clubs like this take an army. The members that contributed here did it out of love for the community and hope to make us better. People contribute in different ways, but we can't have everyone sitting on the sidelines. I can promise you that this club will be more enjoyable run together as a team rather than as a dictatorship.

This last week I had a new experience. I was reaching out to part specialists and one of their replies is now my biggest fear. The company owner informed me that there aren't plans to continue operations much longer due to retirement.

Many of you are familiar with the concept that as the generation that grew up with certain cars declines in population, demand for those vehicles often decreases, leading to lower resale values. Resell and interest in a time period of cars normally peaks around 50 years after the car launched. Where I didn't connect the dots is to all the parts companies. When the people running these companies retire, they don't just stop selling parts, they take decades of knowledge with them. With the decreasing sales demographic, these companies aren't appealing investments for entrepreneurs and it takes an eager hobbyist to step in years prior to learn the trade.

Will Moss Motors disappear? Most likely, no. These large companies will continue to operate, but will slowly be bought by people or other business with the primary goal of making money instead of supporting the cars they love. A lot of people complain about the quality of many parts Moss provides and I suspect this might continue to get worse. This is where the specialty shops have stepped in to help. They provide exceptional parts with extraordinary knowledge. This is what we will continue to lose. These specialists are normally extremely willing to pass their knowledge and craft down, but struggle to find younger generations that are willing to take the reins for cars they weren't exposed to early in life.

The key word here is exposed. A more honest word might even be aware. 9 out of 10 people in my age group, even if they are into cars, don't know *our* cars exist. They are familiar with the American classics due to brands regurgitating the same name and models over the years. This is where foreign car clubs will see the same decline, unless we act with intentionality.

To expand on Bill's column last week, this is exactly why I am pushing to increase awareness for our club and our hobby. To give you an outside perspective, many people of the younger generations are still interested in cars, but aren't aware of many British cars and don't realize that many British cars are much more affordable than nearly any other classic sports cars. Increasing awareness can be as easy as using your British cars for grocery runs or even crashing "modern" car shows like Blacktop or Spectre events. Let kids sit in your cars and enjoy seeing the joy it brings to their face.

In other news, congratulations to Terry on best of show! I eagerly await a write up on the restoration and the struggles I have heard that come with a freshly restored car.

BEHIND THE WHEEL - from the right hand side

Bill Watkins

Let's talk about preparations for Brits in the Ozarks. At the last club meeting Greg Bunch advised us that Herman's Ribhouse had closed (as happens, it seems the business is caught up in a divorce). Hermans had cooked our Friday night food for us for the last several years. I put out a call to the members to see if we could find someone else to do the cooking (we provide the chicken) and Alicia Padgett reached out to Sassy's Redhouse. Sassy's has agreed to cook our chicken and sell us sides for \$100 per 50 people. So it seems that problem is solved. Thanks Alicia!!

Speaking of the Friday parking lot party, Rudy has, after many years of excellent service on that project, retired. If you would like to step up and help Greg with that event I am sure he could use the assistance.

Tim Suddard, our guest speaker, has written a really nice column about our show that will be published in the September issue of Classic Motorsports magazine, which should be distributed in August. I hope we see a bump in registrations when that hits the newsstands and mailboxes.

Lisa and I attended the GOBMC all British show in Springfield on June 27th. Several of our members were there including Doug Schrantz, Marcy Benham, Richard Davies, Terry Halbert, and Terry Wilson with his freshly restored and lovely MG TF. Alan Myer and the Cowlings were also there as spectators. We all took home our fair share of hardware, including Best of Show for Terry Wilson. Congratulations Terry.

I can always count on seeing something unusual at this event. Back in the 1960s a small British company named Peel made a batch of microcars with a "mighty" 49cc engine. Someone, in their wisdom, decided back in 2016 that there might again be a market for such devices and put them back in production, this time with an electric drivetrain. One of these newer models was there as seen in the photo below.



The word "tiny" doesn't do it justice. This thing is really small. I had only previously seen a Peel (one of the original gasoline powered versions) in the Lane Museum in Nashville. The owner of this car also has a Berkely on display, so he is a man after my own heart, preferring the oddities.

Speaking of Berkelys, we will have one in Brits in the Ozarks as Mark Doubet will be bringing his down from Iowa (also converted to electric power). There used to be one in Bella Vista that has been in our show before. I recall once at the Kansas City show that a group of three or four guys lifted up the rear of a Berkely in order to get it out of the way of something. These are also really small.

Another unusual car there was a Jaguar Mk 10 sedan (ok, Saloon) with an LS6 crate motor conversion. Very neatly done and seemingly appropriate for this very large car.

Speaking of oddities, I had hoped to take the Alvis to Springfield but it was not quite ready. And it remains so. I have gotten it back from my mechanic but now it refuses to start without many, many attempts and long minutes of coaxing and then, when it does catch, more minutes of warming before it will run smoothly. This car continues to be frustrating. I really had hopes that the rebuilt distributor would be a "plug and play" solution to all of the problems with the car but that has not been the case.

Club Staff

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Coming Events Calendar

This is only the highlights. For more complete information, go to our website for times, starting points, etc. and to make reservations for activities when a headcount is needed.

britishironnwa.org/events click on event for details.

Month	Event Date	Description
JUL	11	Tech Session Rogers
	18	Sonic Cruise Bella Vista
AUG	20	Cold Stone Creamery Rogers
SEP	19	Lake Fort Smith Meetup Mountainburg



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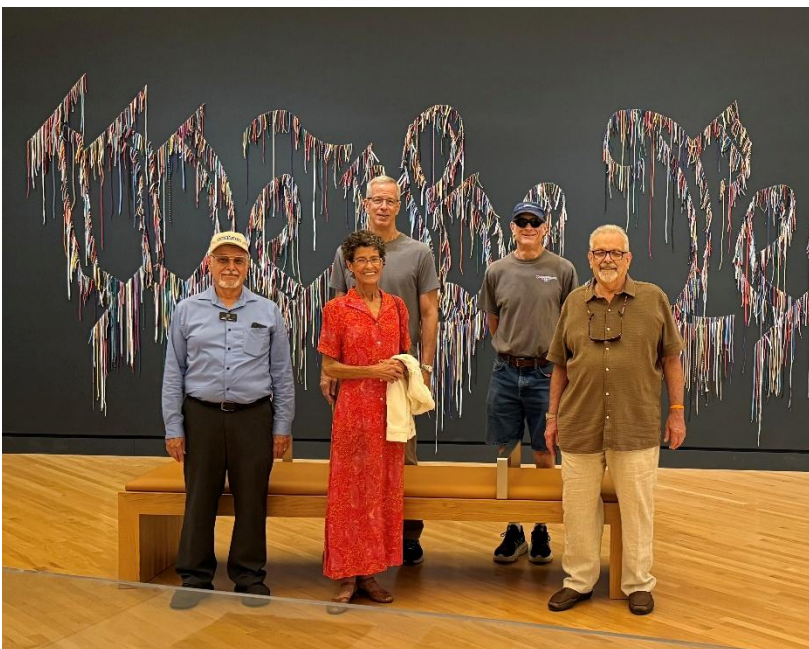
Event Recap

Brad Esslinger

On a warm sunny Saturday morning on June 20, 2026, five club members with two British cars, were treated to an amazing tour of the new area of the Crystal Bridges Art Museum by club member Alan Meyer. Alan has been guiding tours at the museum for over a decade and knows more about art and the architecture of the Museum than he could possibly share in a couple of hours. The new area has increased the space and capabilities of the Museum substantially. There are new outdoor areas along the creek including a splash pad for the kids. We were dazzled to find



out about all the areas that could be used by the public, both youngsters and adults. The Play-Doh room was amazing (walls, tables, and ceiling), and we were taken to a lab where you could come and use 3-D printers and even a laser for etching. Of course there is more gallery space as well. Alan had to run, but the rest of us had a great lunch at the Plaza Café. We are so fortunate to have a club member like Alan that can continue to reintroduce us to one of our area's most famous places. Alan has also invited members on tours of the Heartland Whole Health Institute and the Alice Walton School of Medicine buildings. I highly recommend we avail ourselves to all of these area treasures, and recommend you tag along with Alan as he guides.



Compensations

Wil Wing

When age removes so many things that were once possible, one tends to think of past pleasures that younger guys today have missed. That seems natural enough. I'm grateful that I was around when sports car racing in the US started after WW II. Here are a few things you missed:

Castrol 'R' oil; this castor bean-based oil offers superb lubricity and bearing protection and was popular in the early years. Here is my 'Smoky Yunick' thought. It was said that breathing too much of those castor fumes could cause urgent bowel problems, which makes me wonder... did anyone use this defensive technique? You are leading your race, but a faster competitor is on your tail. Winning starts to look remote. So you reach down and open a valve that dumps extra Castrol 'R' into your exhaust from a separate source, meanwhile doing your best to keep the faster competitor from passing. After a lap in your heavy smoke, you see him pull off of the track, jump out of his car and run to the closest Port-a-John.

The real problem with Castrol 'R' is that it goes bad at high temperatures. It had to be changed after every race, unless you had very good oil cooling.

"Rubbing elbows with millionaires": well, sort of. They were there and some were instrumental in getting early racing going, but us cannon fodder didn't expect Briggs Cunningham, Bill Spear or the like to come over, pump our hands and introduce themselves. Mostly, we just watched with sinking hearts as the Cunningham/Momo trailer would pull into the paddock, or Roosevelt's Fiat (with Fiat-Zagato cars) car carrier come in with stuff we had absolutely no chance to beat. Unless you were a glutton for punishment and wanted to brag about how you were beaten by Bill Kimberly (Kimberly & Clark), one soon learned to compete in Regional or Divisional races and leave to Nationals to the 'big boys'. For instance; two full seasons in H Modified and I beat a750 OSCA only once. He turned it upside down on himself. Nothing against those guys personally, it was just a league I couldn't afford.

"The days when sports car guys wanted sports cars for the Right Reasons": The Garden State Sports Car Club had about 15-20 members, all male. All but one was interested in road racing and they would frequently travel together to Bridgehampton, Lime Rock, or Thomson to spectate. We watched rented racing movies in the clubhouse offered by various British manufacturers. Plus fast Friday night rides of several hours. The cars were mostly new or a couple of years old. Compare that to the average focus of sports car owners today – messing around with rust buckets or paying huge money to have old mediocre cars professionally restored. I can't help but be sorry for young guys today because costs have changed so much.

Typical old guy complaints? Phooey! Rereading this, it sounds a little like that. Could young guys get the same thrill and satisfaction with their computers that I had on a racetrack? It doesn't seem possible, but I don't know.