'BRITISH' June 2026

King Brian and Princess Elli

At the May Meeting Night it looked like there would be no newsletter this month. But, here is something.

President's Preface – Brian Lea

Good grief! The weather lately has been thinking it's the UK. Since I've written a small novel below, I'll keep this brief so you don't get tired of hearing from me.

Brits in the Ozarks is just around the corner, and a significant amount of work has been happening behind the scenes. Mark Holzer has been getting encouraging responses from the clubs he's contacted. Be sure to thank him the next time you see him. I was surprised to hear that the hotel sold out of rooms Wednesday night already. I guess this means people are eager to arrive early for our drives. Alan and Greg have some great routes planned! Bill has also been pursuing an advertising grant from the City of Springdale, which would take us to a new level in advertising.

It's hard to believe we are already halfway through the year. The event committee has done a fantastic job with the events this year. If you have any ideas or feedback, please let us know. The committee will be meeting later this month to finalize the plans for the second half of the year. These events are for you, so come and enjoy them! Also, Please RSVP when you can, it helps us know how many to expect.

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Ed. Note: Brian has provided a long and interesting story on years of excess oil loss. Yr. Ed. wrote a story, but the photos got misplaced during our move.

'BRITISH'

>Well worth reading some of the time<

June 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.

Other Meetings:

As announced on Meeting Nights or on our B-I List email server.

Meeting Night, May 14th: Two accidents on the way to Meeting Night (not us!) and subsequent delays. I've decided that Arkansas drivers are as bad as those in NJ – fast, but without skill. We initiate a new policy as classy as a 1930's Rolls-Royce and eminently more sensible than previously! Henceforth the piggy bank is to be proclaimed 'adequate'. Tom and Alicia arrived in their Porsche. Have they no shame (about shaming us)? Malcolm broached the subject of nostalgia for previously owned Brit cars and I'm afraid Yr. Ed's response got an 'F' rating. But, apparently, our group turnout on Blacktop Sunday rated an 'A'.

Wine joke: A guy and a girl are on a first date at a nice restaurant.

The waiter walks up, and the guy looks at his date and asks, "Do you prefer beer or wine?"

The girl's eyes light up. "Oh, definitely wine!" she says enthusiastically. "Wine is just pure magic. I love the complexity, the rich aromas, and how a bold Cabernet Sauvignon can completely elevate a steak. I actually spent a summer touring the vineyards in Tuscany just to learn about the different soil profiles and aging processes. To me, a great glass of wine is like poetry in a bottle. It connects you to history, tradition, and the earth itself. It is truly the ultimate beverage."

The guy nods, thoroughly impressed, and says, "Wow, that is beautiful. What about beer?"

She says, "Oh, beer just makes me fart."

BEHIND THE WHEEL - from the right hand side - Bill Watkins

As a part of my ongoing recovery from being President, I will start trying to make this monthly read sound less "Presidential". That is an old habit that may be hard to break, so be patient with me.

My thoughts this month have focused on our car show in October. After having meant to do so for years, I finally thought to call the Springdale Chamber of Commerce (a thought I would usually get at, say, 2AM) and made a call to see if we could get any support from their Advertising and Promotions Commission (AA&P@ for short). All of the major cities here have an A&P and they are funded by either a hotel tax or a hotel and restaurant tax. The revenue generated is used by each to promote their community. So, it would make sense for the Springdale A&P to help us promote Brits in the Ozarks since the event generates room nights and resulting tax for them. My conversation was very encouraging and I have submitted a grant request ($3000 was the suggested request) that will be considered at their June meeting. If we get the grant we will have to promptly figure out how to spend it on promotions. A good problem to have.

Hess sent me an updated registration spreadsheet this morning and we already have 39 cars entered. That is a pretty good number for being over 4 months before the event. I keep thinking about our sponsorships and how we need to expand our sponsor base. We have gone back to the well to the same sponsors for most of the 24 years of this event and we really need t

I've also again been ruminating on the future of our hobby. Are British cars destined to follow the same trajectory as Model Ts and Model As where the enthusiasts all die off and the next generation has much more limited interest? Less demand resulting in lower values, etc. I guess that the honest answer is 'probably'. It is my observation, and Brian would have to affirm or redirect me, that it is not so much that the younger generation is not interested in these cars, but, rather, that they just have not been exposed to them. I get that. Growing up in Fayetteville in the 60's and 70's MGs and TRs were all over the place. So, I was familiar with them and interested in them. How often would a 30 year old see now??? Maybe for that reason an effort to create broader general awareness of our club and its activities, as Brian hopes to do, has more value than you would initially think. Self-interest!!

Sigh, the Alvis has remained a challenge. At 'my guy' Wade's; suggestion, I have sent the distributor off to a Lucas distributor specialist in Minneapolis. He called me today to tell me that I had a rare form of distributor more common to Rolls-Royce and Bentley that *spins in the opposite direction from normal!!* That would explain why the Pertronix presently in the car does not work well. It is designed to spin the normal direction. The specialist also told me that there were a lot of other problems - some related to a previous re-build by a different vendor - that would have affected drivability and he will fix. His work also includes re-curving the unit for modern gas and a related recommendation for different timing. I look forward to its return and getting the car going properly. The car now has a 140 amp alternator and will soon have a more powerful blower motor. Maybe then I will be able to stay cool in the summer and warm in the winter! That would be nice.

June 27th is the annual British Car Show in Springfield. I am looking forward to it and hope several of you will join me. They support our event, so let's support theirs.

I am now the proud (literally) custodian of Wil's automotive library. I've cherry picked the books I want to keep and am now ready to move the rest of them on. Lots of good RR books and some other subjects. I'll sell any of them to you for the small sum I paid. Let me know if you are interested.

Club Staff

President – **Brian Lea**

Consiglieri to the President – **Bill Watkins**

1st Vice President – **Doug Schrantz**

Membership and

Treasurer – **Elaine Briggs**

Webmaster – **Brian Lea**

Events Coordinator – **Marcy Benham Davies**

Editor – **Wil Wing** **brIton4@cox.net**

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.

www.britishironnwa.org **click on event for details.**

Month	Event Date	Drive Date	Description
JUNE	20/26		Crystal Bridges visit Bentonville, AR
	26-27		GOBMC Car Show Springfield, MO
JULY	17-Jul		Sonic Night Cruise Bella Vista

Langman Winery Drive - By Marcy Benham

The third Drive of 2026 was on Saturday 30 May. It was a 65 mile run starting at 10:30 in Gravette and ending at 12:05 at Langman Winery and Restaurant. Six cars participated in the Drive, two Aston Martins, one F-Type Jag, a restored Mustang, a modern MINI Copper S and a Sprite. (See photo) The Astons found the Drive "mellow" which probably means they didn't get above 2500 rpm. The Sprite found the Drive perfect, until it wasn't.

The route mixed State routes in AR and MO with more rural AR county roads and a MO letter road. About 6 miles simulated British B roads, i.e. 1.5 lanes, poorly maintained but with good curves and trees. The majority of miles were on MO's "Windie Ninety". The six cars maintained good grouping all the way through to Bella Vista until the Sprite did not make the left turn at the last traffic light. The engine expressed its displeasure at idling for two light durations by cutting out one of the carburetors. A little Detroit persuasion was applied and the Sprite caught up with the group two turns before Langman's parking lot. [Brian, I swear we waited a while in Hiwassee for you to catch up and I would have back tracked if you had not made Langman.]

Saturday morning's weather, while undecided in forecasts the week before, was very cooperative providing high cloud cover during the Drive and saving the full sun until after lunch. Hydrophobic members need to check the weather radar the morning of a Drive.

The majority of Club members participated by utilizing the option of a daily driver directly to lunch greatly increasing the head count. The seven folks on the Drive were met with 13 folks at Langman. The restaurant's long center table fostered lively conversation. By 2:30 the party broke up and members made their individual ways home, at least as far as I know. [Thanks Marcy and Brian for the photo documentation.]

This was the last organized Drive before mid-September, but not the last Gathering. Please check the website Calendar for revised and more details of the 20 June Gathering at Crystal Bridges. Also check in July to see if we are successful in organizing an outing for the kids from EverHope.

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Life Thoughts - non-British car - Wil

I find that about the **worst** thing regarding 'downsizing' – giving up your home and going to a senior living apartment – is throwing away the many photo albums collected during a long life. Even if they haven't been looked at for decades. The **best** thing about downsizing is that you've lived long enough to make downsizing necessary! I had a big, heavy album of photos from my 3-week motorcycle UK tour in 1990, including all the daily trip maps and museum pamphlets. That was my best-ever vacation, highlighted with the Isle of Man TT races. Also, other big albums of photos from cross-country motorcycle tours, racing and sailing. Even some family photos! But some photos got misplaced. **Maybe next month**.

Third Times the Charm? – Brian Lea

This is a story about the struggles that come with owning and personally working on classic cars. For those that don't know, I own a 1964 Austin Healy Sprite Mark II. This car is equipped with the original 1098 engine, putting out a whopping 59 horsepower! How I came to own this car is a story on its own, but this particular tale starts early in the ownership, at the 2023 Brits in the Ozarks show. This was my second year participating, but my first time joining in on the pre-show drives.

Being young and eager to enjoy a classic car that I dreamed about owning since a young kid, I decided to jump in on Greg's Friday wine tour. This drive would be around 125 miles more than I had ever put on the car in one trip. This is when the battle began.

Everyone was extremely friendly and excited a young person was on the drive. As I have learned to expect at car events, for better or for worse, people are always willing to provide advice. Being green to classic cars, I was all ears, though it became quite the broken record all day. "You're burning quite a bit of oil!" Despite being new, I was mindful enough to bring some oil, but failed to keep track of how much oil I put in throughout the day.

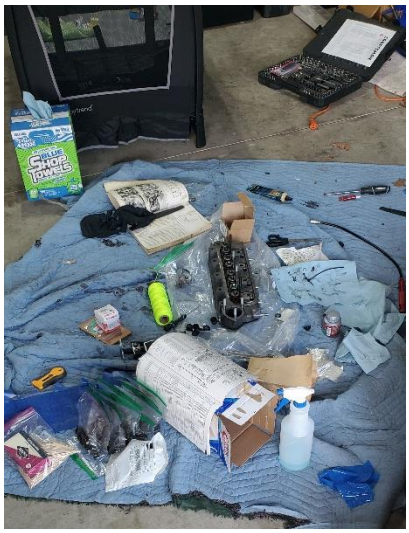
Fast forward to the next years show, 2024. I once again did Greg's Friday drive and once again heard comments about how much oil I was shooting out the back. By this time, I had been able to get my car in on one of our extremely beneficial tech sessions, but was only able to formulate a theory on what work needed to be done. I was focused on some smaller projects partially because I was nervous about digging into the engine

At the tech session, the car's compression measured 148 +/-2 psi in every cylinder and the leak down was 10-15% through the head. Some recommended to just keep enjoying the car and topping the oil off periodically, which is a sound recommendation, but at 1 to 1.5 quarts every 100 miles with some pooling on top of the valve cover, I was concerned. Additionally, being a mechanical engineer by trade and education, I was interested in the why as much as anything else. After more research and time on the forums, I settled on rebuilding the head. I figured since my compression is good and consistent that the oil must be making its way into the cylinders through the valves, reinforced by the leak down measurements. So, after the show, the car was parked and the head come off.

To some, this sounds like no big deal and many of you have probably done it before. I, however, was two years into owning my first classic car and had never even done an oil change on anything! I didn't even know how to drive stick when I purchased the Sprite.

With a Haynes manual in hand, I disassembled the head with a full head rebuild in mind. It wasn't easy by any means. I developed a new arch nemesis, studs. All the nuts came off well, but I needed to remove the studs so I could take the head to a machine shop for new valve seats and guides. I spent three times the amount of time fighting studs than I did doing all the other disassembly. Once I ended up breaking one off, I threw in the towel, took it to the G&S Machine Shop in Tontitown, and hoped for the best.

Before dropping it off, I called the shop multiple times to asked what the lead time was on a head job and every time they told me 2-3 weeks. So, after 5 weeks had gone by, I called and they said 2 more weeks. Two weeks later, “it will be done next week.” Finally, after just over eight weeks the head was back in my garage. To my surprise, they gave it the full treatment and even painted it. Those studs I left in the head were $15 dollars apiece to get removed. Best $15 I have ever spent!

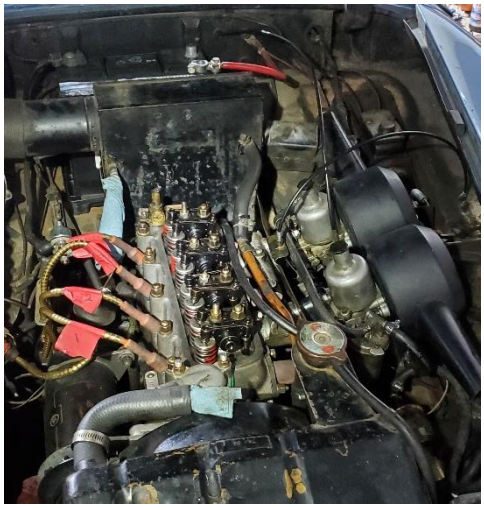


At this point, spring was right around the corner, and I was eager to get the car back together. Working late into the evenings throughout the week, I was ready to bolt the head back on. Following the Haynes manual to a tee, I was torquing the studs down when, BANG. I had just snapped one of my newly purchased head studs. The villain strikes again.

Finally, I get everything put back together and take it for a few drives. No change. Still burning the same amount of oil, but I decided to just enjoy the car for the driving season.

During this time, I convinced Alec that we should attend the Mt. Magazine fall retreat in November. We had never participated in any of the fall trips, but had heard great stories about them. I was excited, but nervous how the car would handle hundreds of miles of driving; of course, I didn’t tell Alec that. This would be, by far, the biggest trip the Sprite had done in at least 10 years, as the previous owner didn’t put more than 100 miles on the car in a year.

At the car show, I once again attended Greg’s Friday drive and by then, a few of the out-of-town attendees knew me, probably as the young kid with a car you don’t want to be behind. Once again, comments and discussions about how to fix the issues came. Even with the fall retreat only seven weeks after the car show, I finally had enough.



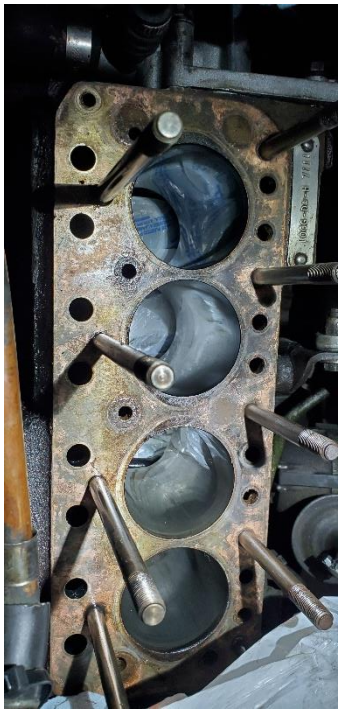
A few weeks after the monsoon of a car show, after the car had dried out, the head came off for the second time. This time with no plan, just an exploratory investigation. I assembled the brain trust at my house for an unconventional tech session to poke around an open engine. I measured a slight taper of 0.003” on the accessible upper half of cylinder one, but no one had any definitive idea what was causing so much oil to be burnt. Coming out of the review, Ron Shrum reiterated the importance of having proper venting with a valve cover to the SU filter cover connection. It was unanimously decided that I should pull the engine out of the car to get a better look.

Now only 4 weeks out from the fall retreat, where I had planned on taking the Sprite, I had a decision to make. Do I put the engine back together and drive it like it was at the car show or pull the engine and try to fix the root cause? I chose door number three. I pulled the pistons while the engine was still installed.

My main reasons for this were: one, there is a lot that must be unhooked and taken off an engine to get it out of a car, two, everyone had been questioning the condition of the pistons and cylinder walls, and three, most importantly, I don’t own an engine hoist. I had read some forums online that pulling the pistons with the engine still in the car was possible, but isn’t a fun job. I can do not fun, that didn’t scare me. At least a definitive decision could be made on if the block needs to come out of the car.

Later that same day after the unconventional tech session, with no power tools and no lift, I crawled around, contorted my body, and ended up with four pistons sitting on my garage floor. After standing back and looking down on the engine bay and seeing the floor, I told Alec, “Either I’m going to fix the issue or the car is never going to drive again.” When pulling the cylinders I noted that cylinders three and four were exponentially easier to push out than the first two cylinders. I wasn’t sure if this was due to more wear or fighting the crankshaft less since it was left bolted to the block.

Now this is where is gets technical, and I will probably upset the purists on the decisions I made.



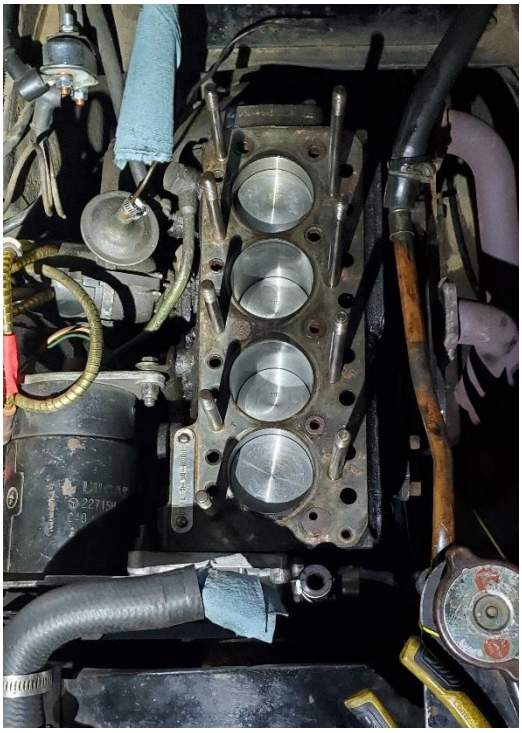
Over the next couple days, I measured, remeasured, and measured some more. I was not getting great results. For a 1098 engine, the factory bore should measure 1.542”. For cylinder one, I measured 0.0035” over spec at the largest spot, 0.0005” on cylinder two, 0.0015” on cylinder three, and 0.0013” on cylinder four, but the biggest concern to me was the taper and a noticeable lip that had formed over time at the top of the cylinder walls where the rings don’t reach. All cylinders were measuring nearly to spec at the bottom of the ring travel, resulting in cylinder one having a taper of nearly 0.004”. At this point, I was also unsure if the scaring from the bottom of the pistons hitting the cylinder walls would clean up.

Everything was telling me it would be best to have the block rebored, but after looking probably harder than I should have, I finally found an answer I liked. There were a couple places online saying that 0.003-0.004” over spec is on the border and could be used if taper is acceptable and it’s not a high-performance engine. I’m still not sure if the taper I had was considered acceptable.

For those unfamiliar with the why here, the piston rings push against the cylinder walls and provide the sealing for the piston chamber during combustion. If the cylinder bore (diameter) is too large the rings will not provide a good enough seal resulting in blow-by and/or weak compression. When looking at taper, the way I generally understand it is (not an expert as you should have picked up by now) the ring will expand and contract every piston stroke causing premature failure.

After some sleepless nights contemplating what to do, I put all my faith in the super minority and ordered pistons and rings at the factory bore. I really didn’t want to pull the engine and the original leak down test didn’t show piston rings as an area of concern anyway. This felt like a big gamble as it would be expensive in terms of parts that would be useless if I ended up having to rebore the engine as well as a significant time investment before finding out if I made a good decision. Due to this, and the fact I was only 18 days away from the fall retreat, this order was one of the most heavily researched I have ever placed.

While waiting on the parts, I added another new experience to the list, honing cylinders. Machining is one of those areas that is full of very vocal opinions. The majority of people believe that precision is key and cylinders should be held to a tolerance of +/-0.0005”, but personally, I think this is the normalcy of modern car tolerances creeping into classic car work. With modern machining equipment, this previously difficult tolerance goal is now easy. With this in mind, I got my cordless drill out and started giving the cylinder walls a cross hatch. This process doesn’t take off much material, but I did focus a little more time on the bottom of the cylinders to try and take some of the taper out. Furthermore, I decided to, very carefully, manually sand the top edge of the cylinders to remove the lip that had formed over its 60-year life.



During the assembly, I learned why everyone said doing this with the engine in the car isn't fun. While having the bottom end open, I discovered the crankshaft thrust washers could be replaced without removing the crankshaft so a set of those went in. Folding the locking tabs for the crankshaft and pistons was a nightmare. There is no good angle as everything under the car is in the way to bend this thin piece of steel. After hours of struggling with my arms above my head, laying on my back, flailing under a five-inch clearance car, I finished the piston install.

Another struggle, sorry, learning experience during the rebuild was the rod bearings. I kept them separated to know which went to which cylinder, but what I didn't know was that they need to be installed back in the exact same orientation as when they came out. So, after putting a few in the wrong direction, which causes the engine to lock up, I figured everything out.

It was now the week of Halloween and Alec signed the Sprite up for a trunk or treat so I worked until midnight on Thursday, took off work on Friday, and finished assembling the top end of the engine an hour before the trunk or treat event. This was also six days before the fall retreat. The car was ready to be started up once again. This time, without breaking any more studs.

Now, while I was under the car, I had taken time, like a responsible car owner, to change the oil filter. When I started the car up on the first try, I was ecstatic everything was running smoothly. I stepped back to take a video to send to Alec, and that's when I saw it. A giant pool of liquid under the car. I quickly turned the car off, rolled it back and I had nearly 3 quarts of oil all over the driveway. Luckily this was brand new oil so we didn't stain anything too bad, but what did I do wrong? What did I mess up during the rebuild? The culprit, not tightening the oil filter enough. After stressing a few years off my life away and now worrying I had damaged the newly assembled engine, I was off to the Halloween event in the Sprite.

Changing spark plugs and a couple more test drives filled the time until the fall retreat. It was time to really see how I did. There is a fantastic story about the fall retreat, best told by Alec, so we will focus on the Sprite.

I was so excited about getting the build done and maybe in hindsight I was overconfident that I had fixed the engine. Spoiler alert, I had not. In some ways I made it better, but in other ways, I made it worse. I did get some kudos that I "fixed" the Sprite because the visual evidence went away. Really, it was only hiding the truth. I had stopped burning oil, but now the engine was spitting it out the side, actually dumping. Over the course of the fall retreat, I made 3 trips to an auto shop and ended up putting in over 4 quarts of oil. I had been dumping 1.5 quarts per 100 miles. On top of that, the engine seemed to be bogged down and missing some of the power it once had. It had difficulty making it to just 65 mph. When the retreat was done, the complete underside of the Sprite was completely covered in a rust preventative oil coating. I was pushing so much oil out that the rear of the car was also covered.

Now, many might be confused on what I mean by dumping oil. The 1098 Sprite engine is vented to atmosphere through a side vent tube halfway up on the tappet covers and oil was flowing out this vent tube. What made this hard to diagnose was that the oil ejection only happened under load.

One theory I had formed from the very beginning was that the overhead cam rocker bushings were worn to the point that they were allowing excessive amounts of oil to be deposited in the top of the engine. On this engine, the amount of oil deposited into the head is completely controlled by oil pressure and the gap clearance between the rocker shaft and the rocker bushings. All oil returns back to the oil pan through drain channels that are right behind the tappet covers. If large amounts of oil are trying to drain back down to the oil pan, the drain channels will get backed up and the oil will just drain out the vent tube onto the ground.

My oil pressure has always been decent, maybe even a little low, at roughly 20 psi when idling and mid 20s when cruising. I was hesitant to pull the head apart again and having to deal with studs once more. Additionally, during the previous two teardowns, I inspected the rocker cam assembly and didn't notice any slop. The rule of thumb I heard is if there is wear then the rockers would rock side to side. The by-the-book clearance should be 0.002" with the rocker shaft taking the wear.

Finally, after wasting most of the winter doing even more research and dragging my feet, I decided to dig into the engine for a third time. Hoping and praying that the third time is the charm. Nervousness was building, I thought if this doesn't fix the engine, I had no idea what else to do and I had failed.

With everything disassembled again, I saw exactly what I had hoped to see, better even. There was massive wear. That ideal 0.002" was nearly 0.040"! There was 0.030" on the shaft and 0.010" on the rocker bushings. So much wear that the grooves kept the rockers from showing the side-to-side rock I was looking for. The downside to this was now I had to source new rockers as original Sprite rockers bushings are not replaceable. After constantly buying parts, I was starting to get gun shy on purchasing even more. This might have also been due to the growing concern that I might never be able to fix the car. After some contemplation, cold feet, and even ordering new rockers, I reached out to McLeod's. They were able to set me up with a complete original set of eight, a used set. Aftermarket rockers for this engine are a very different design than the originals, so I was happy to find originals.

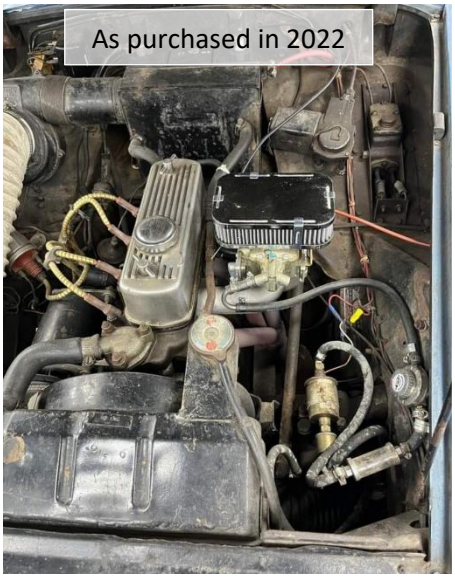
Purchasing a used set had me concerned since the bushings that aren't supposed to wear were worn heavily on my car. When getting the set in, I measured each bushing and seven out of the eight were no more than 0.001" over spec. Luckily, one of my original eight measured significantly better than the rest at 0.001" over spec. After fighting rusted rocker arm adjusters for nearly a week, I was able to get the set prepped for the new shaft. I ended up using the original adjusters after having to cut and manipulate the new ones to break them free.

Putting the head back together had now become second nature, but when tightening the studs, I was still sweating bullets. By now these studs have been through four retightenings, counting the snap. Additionally, I was concerned that my head gasket might be questionable as I hadn't taken the time to remove the head fully. Probably not the wisest choice.

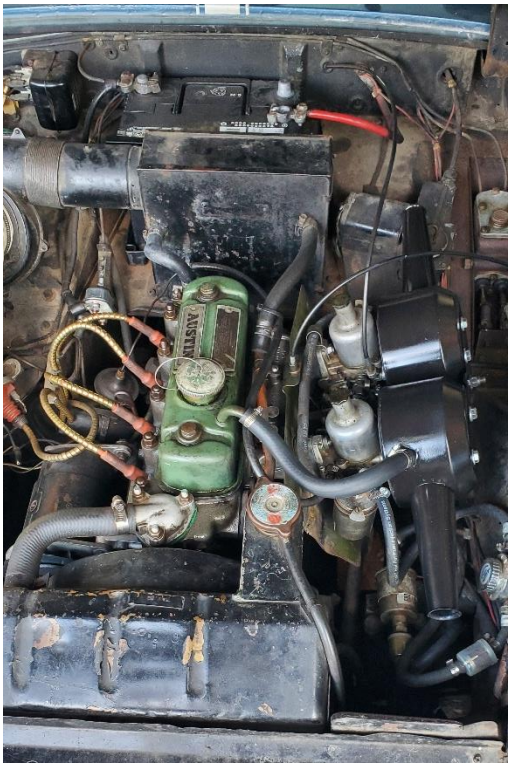
After an apprehensive test drive and anxiously waiting for the oil to settle, the results for a 75-mile drive were… no change.

After few days of wallowing in depression, I got back to researching online, reading books, and even quizzing AI. I couldn't find another solution to try, I was out of ideas. Everything said oil being pushed out of the breather/vent tube is due to excessive engine pressure most likely caused by blow-by, but I had just replaced the piston rings. Did I do something wrong? Did I need to open the engine back up?

Going back through the notes the one thing I had never done was improve the valve cover venting Ron suggested back during the unconventional tech session, but neither my valve cover nor my SU filter covers have a spot to connect anything.



Luckily, Don Wiseman gave me an original Sprite valve cover with a hose connector a couple of years ago. I had once driven with this cover on venting to atmosphere with no change in symptoms. I was hesitant that a little ½ inch vent tube could stop 1.5 quarts of oil spilling out the side, but I decided it wasn't that difficult to try. I reluctantly decided to go buy a steel tube and drill a hole in the side of my front SU filter cover. Fittingly, I reached out to Ron for help welding the tube. He went above and beyond. Welding it, grinding it smooth, pulling a few dents out, and even painting my cover.



After letting the paint dry, I bolted everything up and was ready for a test drive. My next free day was the Langman Winery event. I had done it multiple times before on the car show drives and the fall retreat. I just let it rip. This time I was not over-confident and brought 3 quarts of oil for a 125-mile round trip drive.

Driving the car to the meetup, I tried not to judge the car too much as dumping oil out of the engine is only measurable with the car off, but I thought the car felt good. It actually seemed peppy. So, I dug in and drove it hard. Hitting 60, then 65. On a flat road after the ring job this is where the Sprite would start to slow. I hit 70, 75, then 78 at 5,000 rpms. The Sprite was back! But was the oil staying in the engine?

At the meet up, I took a peek under the car and didn't see oil droplets on the frame, but was too nervous to pop the hood. The route for this club event was fantastic. Even with heavy hitters like a Jaguar F-Type and an Astin Martin Vantage, Alan Meyer did a fantastic job keeping the pace under control.

90 miles into the day we made it to Langman's. I could barely make it through lunch, eagerly waiting to check the oil level. I wanted to make sure and let the oil settle to not get prematurely disappointed. Finally, lunch was done, and… the oil level hadn't changed! The Sprite didn't burn or dump oil. It was fixed!

The fourth attempt seemed to be the winner. Did I waste my time fixing all the other things? I like to think not, but who's to say. I think this experience shows that the whole car is a system working together. Each relying on each other to be in working order. Maybe I made some ill-advised decisions along the way, but I know one thing for sure; I learned a whole lot, and even though the journey was rough, this feeling is pretty amazing.

I hope this story shows that anyone can do these types of projects. With the amount of information that is readily available now a days, you don't need to be an expert to figure things out. Plus, this club has very talented resources that are always willing to help. Use them. You just have to have the courage to jump in, listen to anyone and everyone, and never stop trying.

Thank you to all that encouraged me and helped along the way. I hope one day I can do the same for someone else.