

‘BRITISH’ August 2026



Sonic Drive in Club Event

‘BRITISH’

>Well worth reading some of the time<

August 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

Our website: www.britishironnwa.org

To contact our President: Brian Lea 918-440-9161 brianlea@gmail.com

Membership and Treasurer: Elaine Briggs eb88cs@cox.net

To contact the Editor:

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.

Tentative Meeting Minutes:

The president/editor is out of town so the Newsletter is going out before our monthly meeting. Hopefully someone will let me know if anything changed.

Sun machine is still out for the count. We are getting closer to having to find a new solution.

NEWSLETTER HELP NEEDED! We still need an editor and another reporter.

Director and officers insurance has been paid.

Brits in the Ozarks is only 80 days away.
Please register your cars sooner rather than later.

Car show awards are here.
Continue to spread the word we are auctioning an MGA this year!

Two club feather flags are looking to be purchased.

British Iron fundraiser at the Naturals September 13th. See page 2 & 3.

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

Chairman's Corner

Brian Lea

I can't begin to explain to you how excited I am about the fundraiser night at the Northwest Arkansas Naturals game. If you haven't heard, our club has partnered with the Naturals and will be recognized during the game in addition to receiving \$6 from every ticket purchased through our link (britishironnwa.org/Naturals). The game is the last Naturals game of the season on September 13th at 2pm. It should be a fantastic fall Sunday afternoon of baseball and British cars. That's right, throughout and around the stadium our club will have 7 cars on display. This is a fantastic opportunity for our club to increase its "brand awareness" that I have been talking about. For reference, the Naturals have been averaging 3,750 people per game this year and I suspect it will be higher due to it being the last game of the season.

Tickets are \$15.33 per person including all fees. Our goal isn't just to have every club member at the game, I need each of you to tell your friends, family, and coworkers about this event. Anyone can purchase a ticket through the link and the club gets \$6. An event flyer is shown on the next page or can be found on our website at: britishironnwa.org/event/british-iron-fundraising-day-at-naturals-game. This money isn't going to the car show or ALS, it goes to the club for you. This increase in budget will help us offer different types of events and gatherings in the future that we may not be able to otherwise.

To help increase our visibility, please drive your British car to the game. I have arranged the front row to be reserved parking for British cars. Additionally, the goal is to have our club flags by the event to help draw attention and get our name out there right from the beginning.

Since the July meeting, I have researched flag printing companies and have settled on recommending Easy Signs. The product would be a dual-sided feather flag 118 inches tall with a car base allowing it to be supported by the wheel of a car. The fabric Easy Signs uses is on the upper end and should last for years to come at our expected use rate. The cost would be \$355 for two flags with replacement fabric costing \$94 each if needed in the future. The image shows the proposed dual-sided design.

In other news, I have spent some time updating the website, optimizing it for search engines. This increases visibility and traffic on search engines such as Google organically without paying for advertisement. With this, several pages got a much-needed update with more information for the non-member visitors. As always, the website is for you as much as anyone, leverage it. Any club information is just a button click away!



Lastly, Brits in the Ozarks is quickly approaching with a registration price increase and removal of the free T-shirt going into effect after September 20th. Please sign up sooner rather than later! Just think, if you win a class award, you will go home with one of these beautiful (and useful) awards.

BRITISH CARS & BASEBALL FUNDRAISER GAME



**2:05 pm First Pitch
Sunday September 13th**

**Use the link below for \$6 of every ticket
to go to the British Iron NWA car club**



www.britishironnwa.org/Naturals

BEHIND THE WHEEL - from the right hand side

Bill Watkins

Let's talk about Brits in the Ozarks. Funny how the calendar pages just keep turning, but we are, as of the date of this writing, 80 days away from the date of the Thursday tours. It is fast approaching. As always, I am soliciting individual sponsorships (and any other kind of sponsorship!) for \$250. Get me a check payable to the ALS Association and you will get your name on the t-shirt and your banquet tickets are free.

We have already a couple of new major (\$1000 and over) sponsors for this year from among the membership. Thanks to those who have stepped up. As I have said so many times, we have "gone to the well" with the same sponsors for many years and some day those sponsors will not be able to continue. We need to have depth in our lineup, so to speak. If you know of other prospective sponsors please reach out to them or let me know and I will do so.

Registrations are doing well for this point in the time line and the mass mailer only went out last week. Plus, Tim Suddard gives us a good plug in the September issue of Classic Motorsports. My goal is still 200 registered participants and that seems reachable this year. I am hopeful we can build some momentum and hit the objective easily in 2027.

I say it every year but the only reason this thing works, especially as well as it seems to, is that you all support it and do what needs to get done. Thanks to everyone for making my job that little bit easier. I am happy (more than you know) to report that it seems like I now own a properly functioning Alvis. I almost am afraid to say that out loud. After all of the issues - weak or failing fuel pump, poorly rebuilt distributor, and valves that were way out of adjustment - the last hurdle seems to have been further adjustment to the float valves and a thorough clean of the float bowls. Since that last bit of attention the car has gone from not starting at all to firing up on the button and running with excellent power. Lots of torque - on a recent "confidence builder" drive I found that I could ascend hills in overdrive 5th that had required a downshift before. I've since put about 100 miles on it and am starting to lose the feeling that the proverbial cartoon anvil is just hanging over my head. A much more relaxing way to drive.

A couple of weeks ago we had a good gathering at the Brit Stop for a tech session with Bryan Cabell's MGA (lovely car, BTW). The 'scope could not be made to respond to the ignition inputs, so we will need to either replace it or figure out how to fix it. Any electrical engineers in the audience? We swapped out circuit boards with those in the spare parts hoard and none of them made any difference. Of course, we don't know if they were any good either. There are a couple of huge capacitors in the thing that we could probably replace if the right specs were known. Maybe we can pull them off and see if the specs are printed on them. No doubt modern versions will be less than half the size, which might make re-fitment a challenge. We really need that thing up and running.

I went to Cars and Coffee events each of the last two Sundays. The CTO Cars & Coffee normally at the Harley dealership was, on a one-time basis (for now), held at the parking lot on the NE corner of 8th and Walnut in Rogers. I loved it since it is three minutes from my house. They had a nice, better than average turnout and BITC was well represented. I was parked next to the owner of a C8 Corvette who regaled me with stories of his high-speed hooliganism. Geez. I did explain to him that if he ever got caught he would spend time in jail. His response was "I know". Well, OK. Blacktop Sunday the following week (this past Sunday) was its usual overwhelming self. Huge turnout of Lambos and almost any kind of Porsche you could imagine. Great people watching as well. We had several members present with their cars and we met a new fellow with a 1275 Sprite he pulled out of an Oklahoma barn this past October. He said he was having a blast getting it going and driving it. Definite "Survivor Class" car and great to see it out.

Our Esteemed leader will be on vacation next so I'll try to remember how to lead the meeting in his absence. See you then.



24th

BRITS *in the* OZARKS

ALL BRITISH CAR & CYCLE SHOW

Host Hotel

Holiday Inn
Convention Center of
Northwest Arkansas
1500 S 48th St,
Springdale, AR 72762

BENEFITTING THE ALS ASSOCIATION

"Fighting Lou Gehrig's Disease"

October 22-24, 2026

University of Arkansas Agripark

Fayetteville, Arkansas

SPECIAL GUEST

TIM SUDDARD

FOUNDER & EMERITUS PUBLISHER OF CLASSIC
MOTORSPORTS & GRASSROOTS MOTORSPORTS MAGAZINES

Registration Online



britshironnwa.org

or contact

britsintheoazarks@gmail.com

Thursday Oct. 22nd

- ♦ 9 am: Driving tour –
Holiday Inn departure
- ♦ 10 am – 9pm:
Torchy's Tacos
restaurant fundraiser

Friday Oct. 23rd

- ♦ 9 am: Driving tour –
Holiday Inn departure
- ♦ 6 pm: Cookout &
preshow party –
Holiday Inn

Saturday Oct. 24th

- ♦ 10 am – 2 pm: Show
& silent auction
- ♦ 6 pm: Awards dinner
& special guest talk –
Holiday Inn



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BRITISH IRON TOURING CLUB OF
NORTHWEST ARKANSAS

PRESENTED BY
Jeff & Lisa
Kellogg

ALS
ASSOCIATION

Club Staff

President – **Brian Lea**

Consigliere to the President – **Bill Watkins**

1st Vice President – **Doug Schrantz**

Membership and Treasurer – **Elaine Briggs**

Webmaster – **Brian Lea**

Events Coordinator – **Marcy Benham Davies**

Editor – **???**

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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
AUG	20	Cold Stone Creamery Rogers
SEP	13	British Iron Fundraiser at the Naturals Springdale
	19	Lake Fort Smith Meetup Mountainburg
OCT	4	Special Blacktop Rogers
	22-24	Brits in the Ozarks Fayetteville



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Event Recap

Lee Cowling

Thanks to everyone that came to the Sonic Cruise In. We had about 8 to 10 cars show up.

Karen and I started the evening earlier when we met our President, Brian at Torchy's to take a spirited curvy drive to Bella Vista. It was a fun drive!

We all met at Allen's parking lot and then drove into Sonic. They were waiting for us.

It WAS hot, but everyone still enjoyed their ice cream.

Unfortunately, a storm ended the Cruise In early.

I hope this can be an annual event in the future.

I think I speak for the entire activities committee, it sure makes our efforts worthwhile when we have a good turnout...



Call for Newsletter Reporters

David Paul

I am hoping to gather many more contributors to the Brit Iron News Letter.

Hoping to find:

Events Reporters: Reporting on trips and events, two or more volunteering as not everyone attends every event.

Tech Reporters: Reporting technical aspects of keeping these cars going.

Other Club Reporters: If you have access to publications from other Brit clubs, submitting those articles, with permission.

Membership Reporter: David Paul: Write-ups from British Iron Club members personal experiences with their cars. Not too painful. I call you on the phone where I record your story. I write it up, send you the written draft; if you approve I send it to Brian or hopefully our new editor for publication in the next newsletter.

For a Pint and a Bag of Crisps

David Paul

I have read in my Classic and Sports Car magazine (Haymarket, UK) that in the middle 1970's you could buy a 60's E-type Jag for a "pint and a bag of crisps". If your Brit is a little rusty, in American that would be 16 ounces of beer and bag of potato chips. Today's 60's E-types sell for \$150,000+, so this "beer- and-a- bag" price would seem just impossible. However, in the middle 1970's my brother John, did purchase a E-Type for the "beer-and-a-bag" price.

Just before I made the move from Texas to Ohio, my brother and I went to visit our grandfather who was in a nursing home in a little town south of San Antonio. Upon exiting, John saw that distinctive shape of a 1969 Jaguar E-type Series 2 Coupe 4.2 liter covered in a carport within sight of the nursing home. Questioning the owner we discovered that the Jag was a source of disappointment. You have to understand a little about Texas economics in that time period. Historically there were only two income sources in Texas: cattle and oil. Rich people were no more than just lucky; oil was found on their ranch. So was the case with this fellow, land-poor with cows, then a gusher of black gold.

With his new found wealth he went in to San Antonio and bought himself a Jag. Driving was sweet, until the brakes went out. No local mechanic new what to do with in-board rear brakes, so the Jag was towed back to San Antonio for repair. Declared repaired, he collected the car in San Antonio and drove a while until the brakes failed again, resulting in towing back to San Antonio. This sequence of events was repeated several times until he gave up, parked the car in his carport, and covered it. Now he is sitting in his living room hearing his wife complain about that "foreign piece of junk" in the carport while her Lincoln is out in the sun. Then it all came to an end. The oil well dried up, and the cash with it.

Now this Jag owner finds my brother John at his front door wanting to buy his Jag. I don't remember the exact price but it was incredibly cheap, maybe \$500, with less than 5,000 miles on the odometer. I could hear his wife championing the sale through the front door. John had the car towed by to our parents' house in San Antonio. My brother was an exacting fellow and the bought line wrenches to work on the brakes. He had the brakes fixed in a single afternoon.

By that time I was in graduate school in Ohio, but came to visit whenever I could. I had never driven a Jag, but the few times I did I was infinitely impressed. You could get the car rolling, select fourth gear, let out the clutch, and watch the rpm drop below 100. The Jag would pull forward without a buck or a lurch. I get excited about low-speed torque, but then I am weird like that.



guy at school when it would get warm, he said May.

The photo shows a taupe-colored Jag with a yellow shirted brother. And yes, he was my identical twin. Note the bandage on his right elbow. That was for infusion of chemotherapy drugs to fight off cancer. He passed away in the spring of 1978. My parents did nothing with his effects until the following winter. Ohio was having some impressive winters, and I had my MGB parked with front wheels touching the curb. There was a slight slope from left to right causing the water to flow through the spoke wheels. One night the weather went from rain and 40o to ice and 0o. The front wheels on the B were frozen in ice. I ask a

Then the call came; my parents asked me if I wanted the Jag. I thought about my current situation. There was no inside parking for the Jag, the MGB was outside frozen, the pressures of graduate school seemed more than I could handle, and the little redheaded girl I had dragged with me was taking some getting used to. Current conditions decided, and I spoke the word I came to regret, “No”.

My parents placed a call to the president of the Jaguar Club of San Antonio asking for a price. A few days later and after talking to club members, the president returned with the fair price of \$1,600. So the Jag was sold for two pints and two bags of crisps..