

‘BRITISH’ October 2026



Naturals Club Fundraiser

‘BRITISH’

>Well worth reading some of the time<

October 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.

Meeting Minutes:

Brits in the Ozarks is THIS month!
Day of help is needed anywhere and everywhere. Please consider jumping in to help.
Continue to spread the word we are auctioning an MGA this year!
Detailed show itinerary on website and flyer.

New club cards courtesy of Terry! Next time you see me ask for a handful.

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

Car display sheets (seen at the Naturals game) available for \$5. It has a section about your car and a section about the club. Reach out to Brian Lea for more information if you are interested.

Storey's club Halloween part October 31st 6-8pm

See additional upcoming events on page 5 or on our website. [Please RSVP for events.](#)

Chairman's Corner

Brian Lea

I can't believe it is already October! This is my favorite time of year and to be honest, I have never looked forward to a car show more. The more I get involved in the club, the more excited I get and can't wait to enjoy the events this club puts together. Some of this might be because my car has been running perfectly (knock on wood), but a lot of it comes down to how enjoyable Brits in the Ozarks is. This event is truly leagues ahead of many other car shows and that is due to all of you! Our show would not be nearly what it is if it wasn't for all our members. Not only because of the hours of work you put in, but the friendly southern hospitality that you spread throughout the three days of the car show.

Late last year, I was contacted by the president of Austin Healey Club USA to get more information about Brits in the Ozarks because of the overwhelming good things he had heard about our show. What really takes this event to the next level is the good it does for the ALS community. This is (unofficially) the second largest ALS fundraiser in the state of Arkansas, and it isn't even an ALS Association led event. Brits in the Ozarks has raised over \$560,000 over the past 23 years and I believe we will set another yearly donation record this year.

As you should all be aware, this year Brits in the Ozarks is auctioning off a freshly restored MGA courtesy of Mark Cory and Mike Lewis. If you want a little more backstory, go read their story in the May 2026 newsletter. Please continue to spread the word about this. I'm not sure how we are going to top this for the 25th anniversary of the Brits in the Ozarks in 2027!

The Naturals game was a big success in my opinion. The club got plenty of public awareness to people who didn't know about the club and our cars got good exposure to the younger generation. We were also able to raise \$360 for the club! At the Naturals game, each car had a laminated sheet on its windshield with a section



about the car and a section about the club. Below is an example from my car. If you would like one for your car, please reach out to me. I am putting together a handful to be done before the car show at \$5 apiece to cover the lamination.

Additionally, to help spread the word of the car club throughout the year Terry has generously purchased the club new "business" cards to hand out or leave on British cars you see around town. Ask for a handful next time you see me.



1964 Austin Healey Sprite

The brother to the more common MG Midget, the Sprite Mark II was a radical redesign from the famous bug-eye (mark I). This car acquired the nickname "the poor man's sports car" due to its extreme affordability, mainly down to the lack of amenities. This car didn't come with side windows, a radio, exterior door handles, and even a heater was an extra-cost option. Due to this and the high volumes sold around the world; these cars are extremely affordable to buy and maintain. The engine in this example was completely rebuilt last year for under \$1,000. The 56-horsepower engine and small stature make this car some of the most fun a driver can have without breaking the speed limit.

British Iron NWA

British Iron NWA is a community of enthusiasts dedicated to the preservation, enjoyment, and celebration of British motoring; modern and classic. Throughout the year, members enjoy scenic drives through the Ozarks, car tech sessions, and fellowship with other British car enthusiasts.

Each year in the fall, the club hosts Brits in the Ozarks, Northwest Arkansas' annual all-British car show in Fayetteville, bringing together more than 150 British cars and motorcycles from across the country. Brits in the Ozarks has raised more than \$560,000 for the ALS Association, helping support people and families affected by ALS and advancing the fight against this devastating disease.

The club meetings every second Thursday at All American Steakhouse in Springdale.



BritishIronNWA.org



BEHIND THE WHEEL - from the right hand side

Bill Watkins

I've been taking the time to attend more car shows than usual lately. Both away (see my Kansas City report last month) and local. Local events are interesting in that it seems like there is always a British car in attendance that we didn't know about and an owner who didn't know about us. There are more of these cars than we know about tucked away out there and getting out there to shows, combined with Brian's work to make our club more visible, can only help to bring more of them out in the open.

This past Saturday I attended the Bella Vista Lutheran Church annual car show and took the Jensen. After a little bit, a green MGB I had never seen parked next to me. The owner recently moved to Bella Vista and brought with him this MGB that he had inherited from his father. The owner, Tom I think, is a good mechanic and had performed a very clean transplant into the "B" of a 3.4 liter V6 from a Camaro, along with its 5-speed transmission. It looked like it could have come from the factory. The owner is a really nice guy, happy to talk about the car, its history, and the project. Of course, I recruited him to join the club and come to the car show. His response was positive, and I hope to see him.

A couple of Saturdays before that I attended the Highlands Church car show, also in Bella Vista. This was quite a large event with over 125 cars (my guess) present. While populated with the "usual suspects", there were a few very nice - and expensive - cars on display. How about a deep purple Ferrari 458? Maybe not to everyone's taste, but it drew a crowd.

While the cars at these shows are interesting, I find that what I really enjoy is talking to the people. Both the Alvis and the Jensen draw lots of attention and lots of "I've never seen one of these before", "what is this" or "it has been a really long time since I have seen one of these". That is always a good opening to talk to them about cars, their history with them, and what "toys" they are currently playing with. It is surprising the percentage of car guys who have had a least one British car in their past. It is also interesting how many "car guys" will take flyers for our show even though they have no British cars. True car guys (or gals). So, we think of these shows as car events, but they are really people events. For me, anyway.

As usual, I am not getting a lot of sleep with the run-up to Brits in the Ozarks. It is too easy to let my mind wander to preparations. The Work Party is coming up this coming Sunday, the 18th, 6PM, at the Storey's as usual. This is a pot luck affair, so bring a dish to share. The club will provide drinks from our inventory. Show attendance will be up this year, so the last thing we want to do is be overwhelmed. If you have not signed up for a specific task, please just plug yourself in wherever you see a need. It is going to be great!



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

britsintheoarks@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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ASSOCIATION

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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
OCT	18	Show work party
	22-24	Brits in the Ozarks Fayetteville
	31	Club Halloween Party Storey's
Nov	21	War Eagle Drive Meet Springdale



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What's left?

Wil Wing

It seems I've covered most of my racing and restoration stories, and though I want to contribute to the newsletter, no one wants to read the same stuff twice. Especially if it is recent. Hmm...

How about **extreme stuff** I've witnessed? For instance:

The Panhard engine used torsion bar valve springs – that's only mildly unusual. The narrow part of the torsion bars rotated maybe 25 degrees back and forth. To reduce friction, they were supported by caged needle bearings, to reduce frictional drag. I doubt the power difference between sleeve and needle bearings at that location could be measured. Panhard also used a crankshaft that had roller bearing mains and connecting rod journals – the rod 'throws' had to be on tapers that were pressed into the crank at the factory – much like the roller bearing early Porsche Carrera engines and some two-stroke engines. Expensive!

My younger brother Ed brought a girlfriend up to Lime Rock, Conn. for the SCCA races one time. To get into the paddock and see the race cars up close, it was necessary to buy and wear extra-cost paddock passes. They were stopped by a guard because the girlfriend wasn't wearing hers. "I have it here in my purse." And she put it on. But later they were stopped again and my brother said "Why aren't you wearing your pass now?" "Because the color clashes with my outfit!" Perhaps this only seems weird to men?

It seemed extreme to me to be protested in 1964 at the Marlboro, MD racetrack at the end of the season by another competitor. He said that I'd illegally modified my Mini Cooper S. The sedan class rules were very restrictive that season and we had to stick to the FIA Homologation specs. Well, I'd put in a roll-cage for safety (added weight), but carried the two rear seat cushions lashed to the rollbar, rather than risk a challenge. And I'd moved the driver's seat back about 4" and extended the steering column so I could reach the wheel (more weight). My engine mods were legal. But this guy protested that I'd changed the car's balance. *Who says the moving weight to the rear a little on a front-wheel drive car was an advantage?* The Steward of the race listened and I said almost nothing, thinking I'd counter-protest him for being small and having an unfair weight advantage. Thankfully, the Steward was sensible and told this guy I couldn't drive the car without those mods – case dismissed. *If you can't beat them on the racetrack, try being a jailhouse lawyer?* Incidentally, at that race the Stewards allowed a completely illegal SAAB 93 to compete, owned by a guy who hadn't even heard about the rules. He was told he could run, but would receive no points for the No. East Divisional Championship contest. In the first six hundred feet he lost control and half the close-packed field was wiped out in a big pileup. The whole race was thrown out – no points for anyone. So, I won my title with a caved in driver's door. Swell.

At the Vineland, NJ, racetrack they must have had the slowest corner on the east coast. It was a narrow, 90-degree left in the middle of the banked oval infield – maybe 30 mph maximum? As I've said before, my Deutsch-Bonnet was geared for Le Mans; overgeared for American tracks. A guy in a SAAB used his front bumper to bash the rear of my hand-made aluminum body several times coming out of that corner, despite that I'd quickly leave him farther down the track. Maybe he just enjoyed messing me up? So, what's extreme about this incident? Why, it's how extremely I wanted to strangle the S.O.B.

I thought Rolls-Royce Owners Club National shows were extreme. Consider this: In the 1930s Rolls-Royce fuses were unique, I think. At that time, they used a fairly large brown Bakelite fuse box in the engine compartment. The individual fuses were in the shape of a thick, squared-off letter 'C', with the two projecting prongs tipped with copper. On most fuses a single exposed stand of copper-looking wire carried the load, but

the wire must have been specially made. A single replaceable strand worked for a light load such as the parking lights. The interior cigar lighters used two strands. A glance would show a blown fuse, and spare R-R fuse wire was carried on a spool in the fuse box. The show judges would look - no spare wire? – wrong wire? Deducted points. That's extreme. Ever had *your* fuses inspected at a car show?

What I did on my summer vacation

Mark Cory

For three weeks this August, Judy and I visited friends and family in Switzerland, Austria and Germany. The wine, the beer, the food, the visits were all excellent. Even the weather, which we feared was going to be like an Arkansas summer but without air conditioning, cooperated and cooled down while we were abroad. But what does a compulsive Lugnut do for three weeks away from his oily shop? I found a few entertainments.

Switzerland has set a national goal of making driving so unpleasant that people will opt for public transport. Correction: the driving through gorgeous mountain scenery on beautifully maintained roads is still a joy, but finding a place to park is now becoming impossible. My brother-in-law took advantage of a program that paid him 1000 Swiss francs (\$1200) simply to leave his car home for a month (verified by date-stamped photos of his odometer). Still, automakers try to sell cars in Switzerland. I was intrigued by this poster for a modern MG.

Not the perky classics we try to keep alive, but the Chinese version. Turns out, the Chinese MG has become perhaps the largest selling vehicle China produces world-wide. I saw various sedans but never spotted their yummy 2-seat roadster named Cyberster (0-60 in 3.2 seconds). I found it gratifying that our beloved marque and its mystique thrive in the global imagination, even though we may never see one on our shores.

Austria is always a very special pleasure. The principal activity seems to be, well, inactivity. The cafes and restaurants are packed and the pace of things leisurely. I love it. But still in addition to attending a Mozart (naturally) concert and a play during the Salzburg Festival, I got to drive a 1961 Haslinger utility vehicle and inspect both an electrified Puch carriage and a 1909 Brush. The Brush, a short-lived American single-cylinder vehicle, turned up at an Oldtimer time-and-distance rallye, also graced by a very pretty MGC.





Germany is not yet as anti-car as Switzerland, but Munich, our first destination, is pretty close. The city streets teem with e-bikes and scooters, while more and more dedicated bike lanes are planned.

Our second destination and final stop was Bonn, several hours north of picturesque Bavaria. Our experience there was radically different from bike-friendly Munich. Whereas our daughter and her husband in Munich have only one car (the 1971 MGB GT she and I restored together decades ago) but six bikes, our hosts in Bonn have three BMWs and a new Mercedes AMG. And one of the BMWs has been modified by their son as a street racer.

As a special treat I was taken by this young man to the fabled Nürburgring, an hour away in the Eifel Forest. For \$40 we took one lap around the world's longest racecourse (14 miles, 150 turns, compared to Le Mans at 8 miles and 38 turns). This place is crazy car culture! There were cars from many different countries, including Britain. You can drive your own, as we did, or rent a track-ready car, or even rent a car and pro driver. Everybody drives Autobahn-style, i.e., as fast as you can. Which, in Konrad's case, was thrillingly fast. Last year he spent 30 days practicing on this track. This was only his 8th (but he was headed back for more fun with friends the next day). To get a sense of what they call "the Green Hell," check out one of the YouTube videos!



<https://www.youtube.com/watch?v=hGf5JTNFJPY>

So the moral of the summer might be that although you can take a Lugnut out of his shop, he'll still find tires to kick...