



Bits and Spares

For The British Motoring Enthusiast

Established in 1989

August 2022

Funny how
a stopped train
can change your
entire route !



Funny how
Ice Cream
can make all
things better !

Prez Sez by Fred Long



Finally headed out on a long overdue vacation, crazily it will be 10 degrees cooler in Florida than it is here next week. Head south for cooler weather; who would have ever thought that. I might even get a book or two to read – I know I will get plenty of napping in. Unfortunately I will miss the AH/Mini marque event, **The Run to Shack**, as we won't make it back in time to meet up with the group and participate. I am sure it will be well-attended and a whole lot of fun. More ice cream too!

If we can just make it through September it looks like that we will have much cooler temperatures for all of the activities in October and November which will certainly increase my driving pleasure. Looking forward to those 70 degree days and nights in the fifties as we get out and about even more and do some longer distance runs.

What a turnout for the meeting Tuesday night meeting – 32 people. That is record attendance so far this year and that is with a few regulars absent. It was a great time even if I did screw up the agenda a little. Almost forgot, well actually I did forget, about Gary Mackin's visitor, his grandson Damian, but was reminded to acknowledge his attendance. We did get a hello out of him, Gary reminded us that he has participated in a club run with us 4 years ago to Hot Springs. I am certainly glad he made it out to visit us while he was in town visiting. We are blessed to have such a friendly (and entertaining) group of members and it is always an experience to remember when we get together. Mostly positive too!

□ Thanks to Jim Wheeler for bringing it to Brent's attention that customized photos were being done of cars at Petit Jean. Although I didn't have my B up there Brent was able to later send a picture and have this custom done for me, it arrived ready to frame and was relatively inexpensive; \$25 I think. Brent or Jim can provide details on how to contact the artist for anyone interested.



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

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MARQUE RESPONSIBILITIES

Sept Event...Empire	Oct Event...TR	Nov Event....MG
Sept TechTalk..MG	Oct TechTalk..AH/Mini	Nov TechTalk...Empire

August Minutes *by Wilma Newton*

We had a good crowd of 32 to show up. Fred banged his gavel right on time. Started right off mentioning Tom and Sarah Bramlet being back. I really liked how **his** MGB magically became **her MGB**. Gary Mackin had his grandson, Damian, visiting. I think I heard something about him taking a MG back with him. Sign him up as a member before he leaves!!! More Young Blood.

Again, I failed to get the minutes sent in time. Judy didn't see them in time to put them on her report. This my first week of being out of the house everyday. I got to get better. Judy read her Treasurer's detailed report with an ending balance of \$9,029.15.

Charlie Collins reported on July's MG Marquee event. Started out at Mcleods, took a nice 50 mile run through Mayflower and back. We ended our event at Mcleods, with an ice cream social with all the trimmings.

Mr. Dawson's AH Marquee Event, we are going to make a Sprint to The Shack on August 13th. Details are in the newsletter. Notation: The Shack deals with cash only.

In September, Brits in the Ozarks, hosted by Charles Hutchison, Empire Marquee event. Look in the newsletter for further details.

Birthdays: Jane Clark, 1st; Joe Cooper, 7th; Jeff Timmons, 8th; Mary Swift, 16th; Gary Mackin, 16th; Lisa Hutchison, 17th; Roxanne Tepai, 19th; Jim Clark, 22nd; Jerry McCullough, 24th; Dianna McCullough, 29th.

Anniversaries: Jerry and Dianna McCullough, 13th and Skip and Carrie Harris, 19th

Gots and Goofs: August 13th, Jerry and Dianna invite you to a rodeo to celebrate their 56th anniversary. Jack Brashear bought an electric cooling fan for his Morris Minor. Jim Clark was visiting Duncan Imports in Virginia. He almost got a 94 MG Rv8, RH drive. I think Jane may have had something to say about that. Now it's my turn. I have a Got and a Goof. Dermott School District contacted me, I got a job! Structure, procedures, and routines!!! I think I truly need this for me...The smell of white board markers...My Goof: I got a job!!! What was I thinking!! 5:30 am doesn't come easily anymore.

Congrats to Bob Baretta who won the door prize.



Our Deepest Sympathy
goes out to the family
of long time BMCA Member
Jim Larch

March 22, 1937 - March 28, 2022



Empire Marque *by Charles Hutchison*

Should a Car be Shaken, and not Stirred?

We have all probably seen and dreamed about the cars used in the 007 movies. Theoretically, James Bond could make any car seem cool, but many times it was the car that made him cool, especially the British ones. Remember the Lotus Esprit submarine, the Sunbeam Alpine, and all the various Aston Martins including Vantage, Vanquish, DBS, DBS V12, DB10, and, of course, the DB5?

If Bond and Q had lived in Arkansas, they would be members of the BMCA Empire Marque!

Whichever car make is your favorite, Q always added lots of gadgets that we could use today. For example, the bullet proof windshield would be very beneficial with all of the road construction around Little Rock and Arkansas. Who has not had to repair or replace a windshield because a rock hit it? I have repaired or replaced four in the past three years.

An onboard tracking system would be great on our car runs as we tend to get scattered quite often. The revolving license plate is just cool. The oil slick and smoke screen have been used by some of our cars on several occasions, but usually not on purpose. The machine guns would definitely cut down on all of the distracted drivers on the roads nowadays.

The invisibility cloak would be a great asset when avoiding unwanted attention from any local law enforcement. The passenger ejection seat, now be honest—you have really wished for one at times. The self-destruct system, while effective, is no longer needed, in my opinion, as simply having a manual transmission will defeat most car thieves nowadays.

And finally, the rear facing machine guns and flamethrower would give most any tailgater second thoughts so they would adjust their following distances.

If we only had a Q branch or could check a box for which options we want when we ordered a vehicle. Well, a LBC owner can always dream.

Stay safe out there.

THE MONTE CARLO WINNING MINIS PART ONE: 1960-1963

Last month I detailed the three generations of MINI GP's based on the new MINI platforms of the 21st century. But before these came the glory days of the Mini, the classic Mini.



1964 Monte Carlo Winners Circle: Paddy Hopkirk/Henry Liddon Trophy presentation

Thanks to its then-unorthodox front-wheel-drive layout and diminutive size, the Mini was simply perfect for rallying right from the start. Half a dozen works cars made their appearance in the 1960 Monte Carlo Rally just six months after the Mini made its market debut. Private drivers entered six more of these small but mighty performers. Back then, however, the newcomer was not particularly competitive. A year later, the Minis were again unsuccessful, as none of the three works cars entered reached the finish line. All this changed dramatically in 1962, when Rauno Aaltonen entered the Monte Carlo Rally for the first time at the wheel of a Mini Cooper. Unfortunately, this very nearly became his last rally, too, as his Mini rolled over in an accident, landed on its roof and caught fire. Only two other works Minis remained in the event, finishing the rally in the 26th and 77th positions. But two more names in the list of entrants were destined to soon hit the headlines driving a Mini: This was the year in which Timo Mäkinen entered Monte Carlo for the first time in a Mini Cooper, as a private driver, while the Sunbeam Rapier that finished third overall was driven by an Irishman named Paddy Hopkirk.

The Mini did become a factor in 1963. Hopkirk was back, this time at the wheel of a Mini Cooper, one of four works cars entered in the rally. Rauno Aaltonen was 1963's most successful Mini driver. He clinched a class victory while crossing the finish line third overall. Paddy Hopkirk followed, arriving behind Aaltonen second in class and sixth overall. The two other Mini Coopers entered by the works team finished 28th and 44th. For 1964, the rally promised much.

(this article is excerpted from a story by David S. Wallens in "Classic Motorsports" December 2019)

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A new version of the Mini was entered for 1964: the Cooper S. Both power and speed had been improved. Engine displacement had been raised to 1071cc, with a maximum output of 70 horsepower. Not only did the higher top speed of 99 mph promise to make the Mini more competitive, but also—and, indeed, above all—much faster acceleration was now available. A blast from a standstill to 100 km/h now took only 13 seconds instead of 19.

The rally began well for the Mini drivers, as the average speed of all cars on their 4000-kilometer trip to Reims, the meeting point of the “concentration runs,” was 31 mph. That may seem slow, but only 277 cars reached this first destination—all the works Minis among them.

Then, in this historic French city, rally officials carefully made a note of the number plates on the three red Minis: 33 EJB driven by Paddy Hopkirk, LBL 6D with Rauno Aaltonen at the wheel, and AJB 44B piloted by Timo Mäkinen. The three cars with their white roofs were destined to become legend. The first leg of the rally ran to Saint Claude, covering a distance of 370 miles. After the 14-mile special trial between Saint Didier and Mont Main, the Ford Falcons with their mighty 4.7-liter V8 engines appeared to confirm their leading role, with Bo Ljungfeldt leading the field in his muscle machine. However, something small, yet potent, trailed in second: Paddy Hopkirk sat only 16 seconds behind in his Mini Cooper S. Third place belonged to Eugen Böhringer in his Mercedes 300SE, and Trana in a Volvo 544 was in fourth place. Timo Mäkinen sat in fifth place, behind the wheel of another Cooper. Still, the nimble Minis did not have a very good chance of keeping these leading positions, since they were simply not built for high speeds. And the next leg of the rally from La Madelaine to Pelle Autiers, near Gap, was a 28 1/2-mile full-throttle trial. This was reflected by the rankings at the end of the day: Ljungfeldt remained in the lead with his fast American Falcon, and Trana was now in second place in his “humpback” Volvo.

But the Minis put up a tremendous show all the same, as Hopkirk dropped back only one place. Mercedes driver Böhringer sat in fourth place, while Mäkinen hung on to fifth. Entering the decisive and most demanding trial, the teams used all their resources and special ploys to achieve the best possible result: “Ice scouts” drove the route as late as possible before the start of the test in order to warn the drivers of critical spots. The tire game was also a dominating factor, with some teams relying on spikes, others on special compounds. Super-low-profile tires with asymmetric treads served to provide optimum traction, while other tires featured a semi-radial-ply design. (The first Dunlop low-profile racing tires made their appearance in 1964.)

Prior to the “night of long knives,” Ljungfeldt’s Goliath was 65 seconds ahead of the “Davids” and their Minis. Now, however, Ljungfeldt’s big engine became a disadvantage. According to the event rules, teams with larger engines had to drive faster to avoid penalty points. As Ljungfeldt hurled his car through the serpentines up to Col de Turini and an altitude of 5271 feet, the weight of his Ford Falcon, the sheer size of the car, and the rear-wheel-drive layout proved to be a disadvantage in deep snow. The small Mini Coopers, in turn, more than compensated for their lack of power through their nimble handling and front-wheel drive.

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Reaching the finish line, Ljungfeldt was now only 17 seconds ahead of Hopkirk. And according to the handicap formula, Hopkirk was now in the lead with 2152.1 penalty points. Saab driver Eric Carlsson now sat in second place with 2183.2 points, while Mäkinen moved up one place, as his 2216 points put him just 0.2 points ahead of Ljungfeldt. Now the only chance the Ford Falcon driver had for victory was to win the test on Monaco's Grand Prix circuit. (This was the last year this stage was included as part of the rally.) Ljungfeldt pushed the Falcon around the circuit as fast as he could, with only Schlessler able to keep up. But Hopkirk didn't give the Mini Cooper a rest, either. He finished only a half-minute behind Ljungfeldt and thus clinched victory. At the end of the rally, Hopkirk was the winner with 2536.2 points, Ljungfeldt finished second with 2566.7 points, and Carlsson was third with 2573.7 points. To round off the Mini's triumphant appearance, Mäkinen was fourth with 2593.8 points, while Rauno Aaltonen crossed the line in sixth place with 2619.5 points.

The works strategy proved successful, with Hopkirk and his two Scandinavian colleagues forming a joint team for the first time. At the end of the rally, the spectacular and eye-catching style of all three drivers convinced many that Hopkirk, Mäkinen and Aaltonen must indeed be modern incarnations of Dumas' Three Musketeers.

Other than the 1952 Monte Carlo Rally, when there was nothing but snow and ice in the Alpes-Maritimes, weather conditions for the 1965 running of the event were acknowledged as the most difficult ever. And instead of the final test on the Formula 1 circuit in Monaco, the teams now had to go back to the mountains for a second time, being required to cover 378 miles in a second tormenting night drive from Saint Claude to Monte Carlo, again racing through the Alpes-Maritimes under the toughest conditions. Visibility in dense snowfall was near zero. Ultimately only 35 out of the original 237 teams reached the checkered flag—three of them being Minis.

Facing this kind of challenge, Timo Mäkinen together with co-driver Paul Easter continued the Mini Cooper's story of success. They brought home a victory in the Monte, and despite the adverse conditions, were the only team in the entire field to complete the route without a single penalty point. Mäkinen put up an amazing performance as well, achieving the fastest time in three out of five special trials on the final ultra-difficult legs of the rally. Entering the last night eight minutes in the lead, Mäkinen won no less than five out of six special trials in this final part of the rally.

This was Mäkinen's first outing in a Mini Cooper with the new 1275cc engine, the one destined to become synonymous with this model. Mäkinen had set out from Stockholm with Hopkirk. Two other cars came from Minsk, and one each came from Paris and Athens. Hopkirk finished the rally in 26th place, closely followed by the brothers Eric and Donald Morley, who formed another works team. ###1966: Disqualification The Mini armada went for their hat trick in 1966, with the four Cooper teams being acknowledged as the prerace favorites and receiving lots of public attention.

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From the start, the teams lived up to this commitment, as Mäkinen, Aaltonen and Hopkirk left all the others far behind, finishing first, second and third at the end of the event. But then came one of the most questionable decisions in the history of the Monte Carlo Rally: After an eight-hour post-race technical inspection, the four additional headlights mounted on the radiator grille of the Mini Coopers were said to not comply with French homologation rules. Proceeding from this highly debatable point, the jury disqualified the first three cars. The Lotus Cortina that had finished fourth was disqualified for the same reason, and Citroën driver Toivonen was moved to the top of the podium as the winner.

Notwithstanding the bitter experience of 1966, the Mini Coopers were back for the 1967 Monte Carlo Rally, as the Three Musketeers—Aaltonen, Hopkirk and Mäkinen—were joined by Simo Lampinen and Tony Fall. Entering the event as number 177, Rauno Aaltonen finally ended up in first place, 12 seconds ahead of the second-place Lancia. The other Mini Coopers likewise saw the checkered flag, with Hopkirk finishing sixth, Fall 10th, Lampinen 15th and Mäkinen 41st. ###Wrapping Things Up in 1968 was the last time the works Mini armada set out for Monaco, as something faster was needed to run up front.

Larger cars producing more power had finally caught up with the Mini Cooper S, at least as far as international rally competition went. The Cooper S wasn't a total embarrassment, however, as works driver Aaltonen finished third. Fall came in fourth, and Hopkirk finished fifth; Mäkinen was 55th at the finish line. Despite these excellent results, it was clear that the Mini Cooper S had passed its prime as a rally car. The legend, however, lived on even after the era of the Mini Cooper came to an end. To this very day, every rally enthusiast knows the meaning of 33 EJB—the number plate on Hopkirk's Mini Cooper S, winner of the 1964 Monte Carlo Rally.

Nick Dawson AH/Mini Marque

MG Marque by Charlie Collins

Retrospective: 1993-1995 MG RV8

By Thomas Mackintosh

Most automotive enthusiasts whose knowledge goes beyond surface level can tell you about the demise of the classic British sports car.

Once the mainstay of young people that liked to live fast and die young, it died a protracted death in the late '70's at the hand of its then-unorthodox replacement: the hot hatch. Cars like VW's GTI, Peugeot's 205 GTI, and many others offered all the grip, acceleration, braking, and fun but with many times more utility and reliability.

The most well-known poster child of the British roadster was without a doubt the MGB. Introduced in 1962, the replacement for the antique MGA quickly became a status symbol and a lifestyle. When it went out of production in 1980, it was a shadow of its former self: gigantic 5mph bumpers and off-road ride height were required to pass crash regulations, while smog equipment chocked the BMC motor down to almost nothing. It can't really be said that the MGB was missed when it left. For most car guys, the story ends there.



What, then, do we make of the RV8? It looks like an MGB, smells like an MGB, has trailing throttle oversteer and dodgy electronics like an MGB, but the manufacture date says 1993! The answer is pretty much what you'd expect: MG, the brand that really made the whole 2-seat sports car popular back in the 60's, got caught with their pants down when Mazda brought out the MX-5 Miata in 1989. They had a new sports car under development - the weird little mid-engine MGF drop-top which would eventually debut in 1995 - but with the market suddenly friendly to impractical two-seat roadsters again, MG needed something, and needed it now.

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Although it looks like an MGB, the only panels shared with the original are the doors and trunk. The body-in-white was a reproduction made by British Motor Heritage (who started making MGB bodies in 1988), modified with the wider fenders made by Abbey Panel on the RV8 to accommodate wider rubber at all four corners.



Instead of the anemic BMC B-series straight-four, the RV8 had... a Rover V8, of course. Displacing 3.9L with all-aluminum construction and electronic fuel injection, it put out 190 horsepower - or almost double what the original MGB had. Since it was all-aluminum and didn't have that many moving parts, it was a relatively light engine - however, there were some issues. The MGB chassis was still riding on a live-axle leaf-sprung rear end and utilized drum brakes at the back. Although the significantly larger tires and standard-fit limited slip differential made it slightly less of a handful, the RV8 was a bit wild, with not enough suspension control or braking force to deal with all the rumbling V8 horsepower.

So, a bit like a TVR, then.

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Another major difference over the original MGB was the interior. While the early cars had basic black plastic dashboards, a minimum of doo-dad's and stuff, the RV8 was significantly more luxurious. The seats were trimmed in rich Connolly leather, there was thick wool carpeting, and a polished wooden dash. It was an altogether more pleasant place to park your rear than an original car. Production of the RV8 started in 1993 and extended through 1995, although only 2,000 units were produced. The main issue was price and competition: at nearly £26,000, the RV8 was an extremely expensive proposition for a country just entering an economic recession. Also, TVR's gorgeous Griffith sports car used a more powerful version of the same Rover V8 in a lighter, more capable chassis - for less money. The sports car purists went for the TVR (or more likely, a Porsche) and the MG faithful couldn't really dip that deeply into their pension funds for a new sports car in the first place.

The RV8 did prove extremely popular in Japan, oddly enough. Of the 2,000 units produced, 1,579 (or about 3/4) of them were sold in Japan. Which is odd, considering the RV8 was about as British as a British car can be. It wasn't a massive sales success for the most octagonal of brands, but it did pave the way for MG's resurgence in the mid-nineties. I'd have the say the RV8 was a fantastic start. It was one of the best examples of what MG/Rover was always good at: taking old, outdated junk and making it new and appealing. They did it later when they converted the fat, boring front wheel drive Rover 75 sedan into the rear-wheel drive MG ZT 260 and stuffed it full of Mustang V8, and they also took Qvale's left-overs (the ungainly [Mangusta](#)) after the brand's failure and made the spectacular SV carbon-fiber bodied sports car. It's the kind of something-from-nothing ingenuity that's sorely lacking in today's market, and with the high price of admission and the general unwillingness of consumers to venture outside of the norm, we'll probably never see it again. And that, my friends, is a shame.

This article is a follow up from Tuesday evening information from Jim Clark. And as he points, the cars were only available in Right Hand drive.

Charlie Collins - MG Margue

Brittrix

Lew Palmer

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The light output of most incandescent lamps was adequate for earlier times when speeds were less and there were not so many distracted drivers with cell phones, text messaging, and other forms of distractions. Thus, it is important nowadays to be sure your classic car is seen, especially when braking or signaling a turn.

Happily, a solution is now available with the advent of LED lamps. These have been available for modern cars for quite a few years, but only recently has the classic car market been so served. They provide greater light output, yet demanding only a tiny fraction of the current load on the electrical system. These are NOT LED bulbs, but rather custom boards specifically designed for the designated lamp type.

Brittrix has been designing and manufacturing LED lamp inserts for several years. Our initial product was the ST51 D lamp as used on the MG TA, TB, TC, and Y-type. We now have 26 different LED conversion sets, which cover over 400 different British vehicles.

The latest additions to the line are the insert for the Lucas L464 lamp as used as the rear tail and brake on numerous vehicles, the Lucas 1130 side marker lamp (now in dual color), the L482 for the MG TC EXU, as well as the L669, L832, and L880 for the Triumph TR4, TR250, Spitfire 1500, and TR6.

British cars were wired with either negative or positive earth (ground), however most of our lights are manufactured **polarity neutral** - they work in either positive or negative ground vehicles and most can be ordered with either red or amber turn signals or white or amber for the front lights. All lamps are manufactured in the USA from US sourced parts



Cars and Coffee

- Aug 6.....Benton 8 am to 11 am (*1st Sat every month*)
15228 I-30 Blue Haven Restaurant and Bar, Benton, AR 72019
- Aug 6.....Conway 8am to 11am (*1st Sat every month*)
1201 Exchange Ave, Conway, AR 72032
- Aug 13.....Cabot 9 am to 11:30 am (*2nd Sat every month*)
200 S. Rockwood, Cabot, AR 72023
- Aug 20.... Little Rock 8 am to 10 am (*3rd Sat every month*)
14908 Cantrell Rd Little Rock, AR 72223
- Aug 20.....Mayflower Cars and Cokes 6pm to 8pm O'Reilly's
- Aug 27.....Maumelle 8am to 10am (*4th Sat every month*)
115 Audubon Dr. Maumelle, AR 72113
- Aug 27.....Hot Springs 8:30 am to 12pm (*last Sat every month*)
1343 Albert Pike Rd. Hot Springs, AR 71913
- Aug 27.....Searcy 4th Saturday at 8-10 at Imago Dei coffee

Abbey Road Car Show

After 2 years of being cancelled due to Covid,
we are pleased to announce that
Beatles at the Ridge will be held this year on Sep 17 in Walnut Ridge.

I will be sending out more information later,
but wanted to let you know so you can put it on your calendars.

This year, we will be moving the car show
from Abbey Road to across Main Street on NW 3rd Street.

This will give us double the space
and also put you on the same side of Main Street
as the Main Music Stage.

In fact all food, music, and vendors will be on that side of Main Street this year.

Please make plans to attend, I hope to see you then.

Jon Walter Mobile: 870.759.2793

BeatlesAtTheRidge.com



20th BRITISH *in the* OZARKS

ALL BRITISH CAR & CYCLE SHOW
Benefiting the **ALS ASSOCIATION**
"Fighting Lou Gehrig's disease"



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**BRITISH IRON TOURING CLUB OF
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University of Arkansas Agripark
Fayetteville, Arkansas

September 22 -24, 2022

Thursday, Sept 22
Driving Tour

Friday, Sept 23
Driving Tour
Parking Lot Party

Saturday, Sept 24
Car Show
Banquet

SPECIAL GUEST
Richard Lentinello
Publisher of Crankshaft Magazine

Car Display • People's Choice Judging • Concessions Available

Host Hotel

**Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR**

FOR REGISTRATION INFORMATION CONTACT

BILL WATKINS
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www.Britishironnwa.org

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2022 Calendar of BMCA and Regional Event

Aug 13.....AH/Mini Event

Sept 6.....BMCA meeting

Sept 24.....Brits in the Ozarks Show (<http://www.britshironnwa.org/show2022.html>)

AUSTIN HEALEY/MINI MARQUE EVENT

“SPRINT TO THE SHACK

SATURDAY, AUGUST 13th, 2022



Meet at 9:30 a.m., on Saturday August 13th,
at the western end of the Kroger Marketplace parking lot,
at 16105 Chenal Parkway in Little Rock.

We will start the drive at 10:00 a.m.

We will drive the 54 miles to The Shack,
at 7901 N. State Hwy 7, just south of Jessieville,
where we will eat lunch and/or partake of their extensive range of shakes and ice cream.

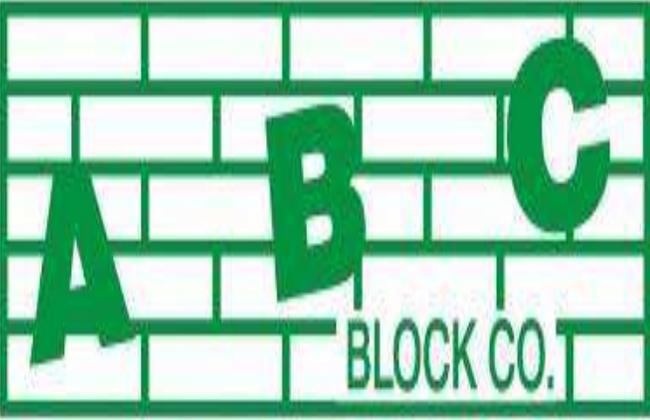
The route will be via Kanis Road to Paron,
south to Crows on Hwy 9,
west on Hwy 5 to the intersection with Hwy 7,
then north on Hwy 7 to our restaurant destination.

After lunch, folks will make their own way home.

Empire Marque Event September 23, 2022

We will meet at the Wal-Mart on Chenal and Hwy 10 at 8:30 am
for a 9 am departure to rally to Fayetteville for Brits in the Ozarks.

Route will be announced at the Sept. meeting and posted in the Sept. newsletter.



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