



Bits and Spares

For The British Motoring Enthusiast

Established in 1989

March 2008

AH Marque Event Recap Big Dam Power Plant Tour



Sunday, February 23, 2008 about 40 BMCA'ers gathered at Lake Corvallis about 1:30 pm, wondering just what the insides of a power plant looks like. Especially one that can be seen driving over the I-

430 bridge. Who would have thought a building as small as that hides walls 20 feet thick, more horsepower than one can imagine, and a labyrinth of gigantic equipment and power controls throughout.

The group of BMCA visitors was so big we split into two smaller groups and were given a personal tour by two plant employees. The actual control room was very impressive with the wall of gauges and controls. The size of the building underground was astonishing as was the amount of water that runs through the plant producing electricity. The plant employees did an excellent job of answering everyone's questions and pointing out different facts about the plant.



After the tour we drove the short distance back to Lake Corvallis Yacht Club and enjoyed chili with all the fixings and other delectable delights. There was something for everyone!

Another marque event which will be well remembered!! Many thanks go to Jack Brashear, AH Marque Leader, for making the plans and arrangements for the power plant tour. Additional thanks to the power plant and their professional personnel who did a good job educating BMCA'ers about how power is generated utilizing the Arkansas River. Kudos to Brenda and the BMCA ladies who helped put together a feast for the ever-hungry BMCA crowd.



Prez Sez

We had the most perfect "tops down" British Car weather on our first day of March, almost 80 degrees. I even got my first sunburn of the season. Not to worry, the chill from the snow we had on the fourth day of March was quiet soothing to the burn. I am so ready for spring.

Thank you Jack for such an interesting February rally. I must admit that I was a bit skeptical about going that far underground. As it turned out, this place was so big; I did not have any problems with being claustrophobic. The only problem I had was locating the bathroom.

Thanks for the big turnout for our March meeting. It's really nice to see more of our members getting involved with our meetings and our rallies. I think that British car fever is spreading and that is a good thing.

Mark your calendar for the Empire Marque rally on March 16th. Gary and Barbara have a full day planned for us. So come on out and lets see how long we can make that parade to Heber.

I wish everyone a very green St.Patrick's Day, and warm and happy Easter.

"Have fun, laugh, and live each day to its fullest" Brenda

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April Triumph Marque Run

We are planning to make an overnight run to the Batesville Scottish Festival. We will leave from the McDonalds across from McCain Mall about 0700, April 19. Alternate stops and pickup of fine British cars will be determined later. We need to get a good count for Scottish Fest Tickets and to make reservations at the Colonial Inn in Heber Springs, AR. Please RSVP as soon as you can because we do not want to leave anyone out. Last year was a great time and this year we greatly encourage getting in the Scottish spirit. Kilt wear is also encouraged; you know how it is, when around Scotts do like the Scotts do!!!! You also know if Ronnie and Big Jim P can show their knees everyone else is safe. Food, Music, Venders, Weaponry, Jewelry, Parades and a lot of entertainment is provided. You will have a great time. Parris

Marque Responsibility Reminder

Month	Event	Tech Talk
April	Triumph	AH
May	MG	Empire
June	AH	Triumph



'Bits & Spares'

is published the first Saturday after every monthly meeting. The meeting is normally the first Tuesday of each month. **Deadline** for articles and submissions is the day after the meeting.

Secretaries Minutes - Mar 4, 2008

We had a good turnout of about 40 members and guests. Jim Newton made his second meeting in 6 years of being a member. New members AJ & Angela Smith were there with their 2 youngest, Brandon and Ailana. Also, we had a new face to join, Rob Wolosonowich from Michigan, with a 57 MGA, 64 Triumph, and a 85 Jag. It sure is nice to have you folks join us.

The minutes were read and approved. Ms. Pranter read the budget with an ending balance of \$4,992.06.

Jack Brashear, AH marque leader did a rundown on the February's rally. We toured the Murray Hydro plant at the NLR end of the Murray Lock & Dam. I believe everyone that toured the plant was surprised just how big it was inside. As Jack said, you could put a 10 story building in it, and I trust his word. Did you hear Jack was on the design team for the plant? He can tell you all about it. He thanked Brenda, as we all do, for providing the fatty snacks afterwards. Charles Hutchison reported on Chuck Blair's "Dyno Day." He said there was a good group to show up. Lisa Hutchison was very pleased to show her results. Chuck usually charges way more than \$20 to put your car on the dyno, so this was a steal. After the day was done, Chuck gave the LYBC a donation of \$40. At the end of the meeting, Rob Wolosonowich matched that donation. Thanks guys!!!

March 16: TRASH RUN with the Empire marque, hosted by the Bolin's. We will be leaving the yacht club precisely at 10:30 am if we are to get there and back in timely manner. We will be going to Heber Springs, across the dam, to view a new idea in road side trash pick up, called "Litter Master." It hasn't even been patented yet. Supposedly there are several highway departments in surrounding states standing in line to get their hands on it. This is the only one of its kind. Pay attention for there is a quiz afterwards. (There is bad weather plan just in case. Bring about \$10 if we have to switch to that plan, which will be local.)

There was a discussion that arose out of the fact that the Pranters broke down on the last trip. There is a standing rule on our trips. You are responsible for the car behind you. Don't go so fast that you lose them in your rear view mirror. If you don't see them, pull over until you see them again. The person in front of you should pull over when they miss you in their mirror. Eventually the leader will know to stop and start making calls or go back to help and regroup!

March 8th - there is the Camden Show & Shine. Contact Brenda if interested.

April 11&12th Annual Swap Meet Last year was the poorest turnout ever because of the weather, but so many have called and inquired about this year's meet so they could put it in their plans. It sounds like we will have an awesome time. The Scottish Festival is the following week, April 19th. Lyon's college, the sponsor, is giving our club members free tickets to get on campus for the show. Contact Ronnie to let him know you'll be attending so he can get you your ticket. There will be a group doing this as an overnigher, spending the night at the Colonial Inn. You'll need to call in your reservation if you plan on staying overnight.

Also 4-19-08 is the VTR "Triumph and Roses" meet in Tyler, Tx. Contact the Hutchison's if you are thinking about attending.

June 6 & 7th - An extra club event will be going to the Blytheville Car & Cycle show. They say there will be representation from 7 different British car clubs there, and cash give-away's. Lot's of fun for those who go. You don't have to stay overnight, you can make it all in one long day!

Zack Ard went into great deal of shop talk comparing and contrasting the 5 major choices of carburetors. Charlie Collins did a short tech talk on taken the guts out and replacing it with a solid state integrated circuit.

BIRTHDAYS: Mary Sue Brashear was the third, Michael Ross, the 12th, and Brenda Collins is the 21st. Charlie and Brenda will celebrate 38 years of wedded bliss on the 6th, and Jim and Judy Wheeler will celebrate their 21 years on the 27th.

Gots and Goofs: The Pranters had to get a new fuel tank for their 70 MGB. Garry Jefferies got his 52 MGTD back. The Hutchison's got a new blue interior for their TR8. Ronnie has the goof that will be turned into a got later.

Triumph compatible Carburetors discussion continued from last month.

What is best for your needs in the glorious world of the Triumph mythology, wants and needs, I guess is the big question. What are you willing to invest for maximum performance in your toys. Any-way, here is some more information as I know it for you to decide.

Weber offers several different options for the Spitfire, GT6 and TR6. Actually, carburetor manufacturers only make the carburetors. It is usually an outside company or the auto manufacturer that designs and produces the manifolds and hardware to adapt carburetors of choice for their specific applications. Weber carburetors are very popular in the racing and performance place. These carburetors through history have fed some of the worlds fastest cars prior to fuel injection, and still are a favorite with most vintage racers and sports car builders. Webers are very reliable carburetors, once set up you are pretty much good to go with minimal maintenance. Weber offers both down draft, and side draft versions. The most common replacement fix for the Spitfires water choke Stromberg unit is Weber's DGV 32/36. This model has two barrels or venturies of unequal-equal size. The smaller of the two venturies (32) is what the car mostly operates through until more power is demanded. At approximately 3/4 throttle the progressive linkage begins to open the second and larger of the two barrels (36). It's a best of both worlds type setup if you're looking for a little more punch without sacrificing economy. Weber two barrel down drafts also come in a non-progressive style or DCNF, in which both venturies or barrels operate simultaneously and are of the same size. This system offers more power through out the entire rpm range over the progressive style, and like most Weber carburetors their venturies sizes are interchangeable, so you can replace them with larger venturies if you decide to modify the engine later. Weber's top line, the DCOE side draft series, are their ultimate performers. They are perfect for Triumph's intake port design, which are horizontal, so why not use horizontal or side draft carburetors. This was thought to be the optimum layout for an induction setup at the time, and is why Triumph used it. Remember these cars were designed to out perform all others in their class, and that they did. There differences are, the down draft's charge is drawn in vertically through the carburetor before having to make an abrupt 90 degree directional change in the manifold before align itself with the intake port. Where as the flow of the side draft goes virtually uninterrupted, a very important feature for improving performance. The advantage of direct path induction is a greater ram effect. This happens when the piston reaches the end of its intake stroke or bottom dead center (BDC) and even as it starts its way back up after bottom dead center (ABDC) the charge is still rushing in through this uninterrupted or straight path, created by the weight and momentum of the charge itself, resulting in a compacting scenario for a bigger bang! Otherwise known as forced induction. Not nearly on the same level as turbo charging or the use of a blower. However, this technique can be amplified through longer intake runners and precise cam timing.

Utilizing side draft induction will also allow manufacturers to design lower frontal body profiles for better wind resistance for front engine cars.

Parris

Blytheville Cars & Cycles Against Cancer

Greetings Fellow BMCA'ers. The Cars and Cycles Against Cancer show in Blytheville continues to grow. I've gotten entries and folks have received reservations from British Iron, Nashville, the Chattanooga TN Club, Memphis Club and a British Club in Ala., The Mid-South Miniacs and I already told you about the MGA from West VA. Request for forms from St Louis MG Club, Mississippi English Motoring Club and several Brits that are members of the Antique Automobile Assoc of America have recently come in.

If seeing other cool cars will fire our members, here are just a few that are making this show a club event. Memphis Thunderbirds, Memphis Mustangs, Memphis VW's. Memphis Corvettes, Jonesboro Corvettes, NEA VW's. Street Rods from everywhere.

We are expecting 300 plus cars this year. Tail gate party and Hospitality room the night of the 6th at the Holiday inn. Early morning Dice Run for CASH PRIZES the day of the show.

The party is still on at my house the night of the show. I'm looking forward to seeing MY CLUB in Blytheville the weekend of June 6th and 7th.

Until next month, Barrett (Barry) Harrison

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BILL JACOBS

DYNO DAY 2008

On a cold and dreary Saturday, February 23rd Steve Mers, Lisa and I met with Rick Daes and members of his Porsche Club at Blair's British Cars to run our cars on Chuck Blair's dyno. The 2 clubs had done this a couple of years ago and we thought it would be fun to try it again. There was a small turn out but quite a variety of vehicles. Every thing from a 400 hp Cadillac to a four wheel drive diesel truck with over 900 ft-lb's of torque. The TR3 dug in and produced the day's highest horsepower for a British car. Of course, it was the only British car that ran on the dyno! Lisa ran her Nissan 350Z and had so much fun the first time that she ran it again. She thinks it would have run faster if it had been cleaner, but the weather didn't cooperate to get it to the car wash. Steve's Pontiac Solstice surprised a few people thanks to the custom exhaust. All in all it was an enjoyable day. Thanks to the Porsche Club for putting this event together and inviting us to join them. Also thanks to Chuck Blair for opening up his shop and allowing us to play and for the generous donation that he made to our club. If the opportunity comes by again, be sure you don't miss it! Charles

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Trash Trip Rain Or Shine

The March event on Sunday the 16th, will hopefully be a sunshiny drive to Heber Springs to learn about trash and the ingenious way that, some day, it will be removed from our highways. Lee and Craig Hoskins have graciously invited us to their home for the day – that is after I asked. Craig, a mechanical engineer, was disgusted by all the litter on the highways. He designed and is building a Litter Master. He'll explain all the great features and how it came to be. By the time we get there, the shop he is also building may be complete. As soon as construction is finished, Lee would like Craig to get the airplane out of the downstairs. Be ready to lend a wing to move it!

Let's all meet at the LCYC next to McLeods. The driver's meeting will be at 10:20 with a 10:30 start. It's a long run there and back, so please be on time. Pack a picnic lunch. Soft drinks and lemonade will be provided. If you can fit a chair in your LBC, consider throwing that in too. Oh yes, I almost forgot, bring a pencil. There's a test!

A rest break will be at the Conoco Station, about 40 minutes from trail's end. It is a service station/ convenience store with a limited supply of eatables and a couple of single toilets.

If you wake up to a drizzling gray day, get out of bed anyway. Plan B is in the "wings" and ready to go into action. We will just surprise you. Just trust us, it will be a relatively short run with indoor entertainment. Some fees will be needed for this plan so be sure you have about \$10-\$12 per person. We really hope to see you there!

Keep driving with both eyes open; one on the road and one on the beautiful Arkansas scenery.

Barbara Anne Bolin

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Austin Healey Marque News

G'DAY AGAIN ALL YOU AUSTIN HEALEY WANNABES. THIS TIME A COUPLE OF WEEKS AGO I WAS ROLLED UP IN A BLANKET AT HOME ENJOYING A TOUCH OF PNEUMONIA. I GOT WELL JUST IN TIME TO TAKE PART IN THE FEBRUARY EVENT WHICH THE HEALEY MARQUE HAD PLANNED. WE TOOK THE SHORT DRIVE FROM L.C.Y.C. TO THE MURRAY LOCK & DAM HYDRO ELECTRIC PLANT FOR A TOUR OF THAT HUGE UNDERWATER FACILITY. WE HAD ABOUT 30 BMCA'ERS AND A FEW KIDDIES TO BOOT. EVERYONE SEEMED TO HAVE A GOOD TIME, ESPECIALLY WHEN WE RETURNED TO L.C.Y.C. FOR SOME GREAT SNACKS PREPARED BY PRESIDENT BRENDA AND OTHERS.

THE NEXT HEALEY MARQUE EVENT WILL BE THE PETIT JEAN WEEKEND. THIS HAS BEEN GOING ON FOR MANY YEARS AND IT'S ALWAYS LOADS OF FUN, FELLOWSHIP, AND SOME REALLY COOL CARS. THE BMCA USUALLY HAULS HOME LOTS OF TROPHIES. SO, PLEASE PLAN TO ATTEND FOR AS LONG AS YOU CAN (IT RUNS FOR SEVERAL DAYS) AND ENJOY SOME GREAT FUN.

IT'S SURPRISING TO ME HOW MANY SMALLISH AUTO SHOWS AT PLACES LIKE CHURCHES, SCHOOLS, AND HEALTH FAIRS THERE ARE THESE DAYS. YOU SEE ALL KINDS OF WHEELS AT SUCH SHOWS. I'VE SEEN EVERYTHING FROM A RESTORED BMW ISETTA (REALLY A STRANGE CAR) TO FUEL DRAGSTERS BEING SHOWN. THERE ARE ALWAYS SWARMS OF STREET RODS TO EXAMINE AND COLLECT INNOVATIVE IDEAS THAT YOU CAN USE ON YOUR LBC. ADVERTISEMENT OF THESE SHOWS DOESN'T GET MUCH PRESS SO YOU JUST HAVE TO KEEP YOUR EYES OPEN FOR THEM. I TRY TO CATCH A FEW EACH SPRING AND SUMMER. THEY'RE USUALLY SHORT, NEAR BY, AND FREE AND FUN.

IF YOU SEE A WHITE HEALEY OR AN ORANGE SPRITE ON THE STREETS, PLEASE HONK AND WAVE - IT MIGHT BE ME !!!

JACK

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Choosing the Right Carb for your MGB

Contrary to what a lot of folks will tell you, there is no 'best' carburetor for the MG. Quite a few very different carbs are available for our MG's and which one is 'best' really comes down to what you want out of your particular MG. If informed about the choices at hand for feeding your Abingdon monster, you should be able to pick the carb that suits your needs.

Zenith Stromberg

Yeah, so... The Zenith Stromberg is not the carburetor you're going to want to install to get the extra OOMPH to merge into interstate traffic. Stock-fitted to 75-80 Rubber Bumper MGB's, the Achilles' Heel of the ZS is not the carb itself, but the manner in which it was used. It simply doesn't have the proper airflow capacity to let a B-Series motor breathe well, and the combo manifold choked it even further. In fact, there is a significant horsepower drop-off between the ZS equipped B's and their predecessors.

You would use this setup if ---- You absolutely have to keep your late model B bone stock

SU HS4's and HIF4's

There are three main types of SU carbs that are usually associated with MGB's.

SU HS4's were a stock option on B's from the beginning in 1962 'til 1971. Using SU terminology H stood for Horizontal (or side draft) and 4 stood for 4/8ths inch over 1 inch, or 1 ½ inch throat size.

The HIF-4 carb was standard from 1972 'til 1974 and was different from the earlier HS4 because the float is built into the carb housing and not on the side. HIF stands for Horizontal - Integral Float.

Both of these carbs performed admirably for the MGB throughout their production runs, and both provide good bang-for-the-buck power. Whether the HS series carb or HIF series carb is superior to the other is a matter of debate, but for a good stock engine both work comparably, and far better than the aforementioned ZS. However, these carbs may not be suited if you want to go with an overly aggressive, hi-performance motor build, and do require occasional tuning and proper maintenance to continue delivering good power.

You would use these if ---- You wanted the most performance for your money

Or

You think dual carbs on a British Car are sexy

SU HS6's

The SU HS6's are very similar to the other SU carbs, but instead of a 1 ½ throat size, they have a larger 1 ¾ inch throat size. These work great if you are familiar with SU setups and want to keep SU's even after beefing up your motor. Remember that using these carbs will require correct linkages and intake for your application.

You would use these if ---- You have just spent 5 grand on your hi-pro engine, but either you like the look of a SU setup or you think Weber is a four-letter word.

Weber DGV

Although for years, the Weber DGV was sold to MGB owners as a "performance replacement", it really ain't. This is a downdraft carb more inline with your typical Holley or Rochester unit, with a few differences that make it more of an economy carb.

The DGV 32/36 moniker describes its barrel size (a primary 32mm barrel, and a 36mm secondary). Both of the Weber barrels are smaller than the SU's 1 ½ throats (I did the math, take my word on it!), but they are larger than the ZS unit. The pros of this carb are that they can be incredibly easy to bolt on and roll with minimal modifications for simply puttering around town, and are pretty durable. Also, the economy of them is a bit better than the SU's. However, performance wise, they can be sluggish if you try to get your foot into it until the secondary opens up.

You would use this if ---- You are motivationally challenged when it comes to tinkering with carbs on a semi-regular basis.

Weber DCOE

This sidedraft dual throat wondercarb has been used in competition use on just about anything and everything that rolls. This carb has an almost endless amount of swappable part combinations for years of tuning enjoyment. The downside is that, you probably will spend years trying to figure out the perfect setup for your use. The common sizes include 40mm throats and 45mm throats, but you can also go smaller or bigger as you see fit.

Once setup correctly, these units tend to be rock steady reliable, and the quality of the parts are far superior to any of the other carbs. However, expect to pay handsomely for this new toy and all the swappable accessories.

You would use this if ---- You think adjusting SU's is child's play and you want a real challenge

Submitted by Zack Ard, MG Marque Leader

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Is this your LAST newsletter?

If the name on the label of this newsletter is highlighted, your dues had not been received by the end of the March meeting. Dues are \$30.00 per year for the primary member and \$15.00 for an associate. This year only, the 3 for 2 special is in effect, \$60.00 for the primary and \$30.00 for the associate for 3 full years. This 3 for 2 special is good only in 2008.



BMCA Monthly Meeting Tuesday April 1, 2008

The monthly meeting is held at **Western Sizzlin** in Benton, near Wal-Mart off I-30 beginning at **7:30 PM**. Bring the family, there is a variety of reasonably priced food, plenty of space in the meeting room, lots of parking & good company. Come a little early and enjoy a meal, stay a little late to kick the tyres on the British cars in the parking lot & visit with fellow BMCA'ers.

Calendar of Events

Sunday March 16th - BMCA Trash Run to Heber Springs - see pg 5

March 29th - British Car Day - New Orleans, LA www.BMCNO.org

April 11 & 12 - 12th Annual BMCA Swap Meet & Car Sale

April 19th - Scottish Festival, Lyons College, Batesville, AR

May 31 - June 8 - British Car Week - Plan on driving your LBC during this week

Sat June 7th - Blytheville Cars & Cycles Against Cancer - see pg 4

June 11 - 14 - MOTAA Swap Meet & Car Show - Petit Jean

June 14 - 2008 EuroMotor Extravaganza - Sand Springs, OK - www.EuroMotorExtravaganza.com

June 26-29 - Spridget Golden Anniversary Celebration - Lake of the Ozarks

Sept 13th - Brits in the Ozarks Car Show - Fayetteville, AR

Oct 4th - MOTAA Fall Car Show - Benton, AR

Do you know of an upcoming event? Send the information to bmcanewsletter@gmail.com



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