

# ***‘BRITISH’ Dec, 2025***



Photo by Dena Peckham

**Rudy's immaculate Jag E-type isn't broken down.**

**I believe, as a prank, someone told Rudy that there was a dirt smudge on his car.**

**Hence, this search.**

**Behind Mark Brewer (keeping Rudy's door from falling off) is the scissor door from Mark's late Vette.**

**More 'Fall Retreat' photos inside.**

**And coverage of our Christmas Party!**

**Life is good!**

# **‘BRITISH’**

>Well worth reading some of the time<

**Dec, 2025 Issue**

**The monthly publication of the British Iron Touring Club of North West 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 3492W Sunset in Springdale. The second Thursday of every month **except for December**. Please attend the Storey’s Christmas Party.

## **Other Meetings:**

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

**Meeting Night, Nov13th: Brad Esslinger kindly agreed to pick Yr. Ed. up and transport to Meeting Night, as my right eye was still blurry, but I found, while getting ready, that I could barely stand up and didn’t know why! Wasn’t goin’ nowhere. First one I’ve missed in a long while. Bill Watkins reports:**

Around 40 members gathered for the regular monthly meeting on November 13<sup>th</sup>. It was good to see Justin Austin (Spitfire) and Shane Owens (TR4) again. Both have been busy and unable to be active with the club of late. Mark Brewer was reported to have had spinal surgery the day of the meeting and a “get well” card was circulated for signatures. We all hope Mark recovers quickly. A discussion of the date for Brits in the Ozarks 2026 took place and it was decided to go with the October 22 – 24 dates since that provides the only way to maintain consistency with locations. Everybody will just need a warm jacket. The club was reminded that there will be NO REGULAR MEETING IN DECEMBER. Instead, all are encouraged to attend the club Christmas Party at the Storey’s shop. The date is December 6<sup>th</sup> and the time is 6:00 PM. This is a pot luck affair, so bring a dish to pass. The club will provide beer, pop, and water. If you want something else feel free to BYOB. Bring a wrapped gift valued at \$20 or less for the “Dirty Santa” gift exchange. The Events Committee will be meeting soon to discuss activities for 2026. Look for a report from them at the February meeting. We have traditionally gathered for lunch on New Year’s Day. Watch the BI-List and club email for details.

**Editor’s personal comment: My tripping in the lobby of Mt. Magazine resort (the heavy base of a sign protruding slightly into an aisle) has now been scored, on the basis of 100 possible points; Mt. Magazine – 98 points. Wil – 2 points (for bleeding on one of their upholstered chairs). What nice people we have in our club! Thanks again to Mieka Hatcher for taken Shirley and me down to the Mercy ER in Paris, waiting patiently while I was patched up and bringing us back to the resort. Mieka arrived separately at Mt. Magazine in her own car – an Acura MDX. Nice!**

## **BEHIND THE WHEEL (from the right-hand side) by Bill Watkins**

Many thanks, as always, to Robert and Sue Storey for hosting the Annual Christmas party. We had a good turnout – somewhere in the 30s – and lots of good food. The “Dirty Santa” gift exchange was *pretty* good this year, though if you all were a little nastier it would be more entertaining!!

At the Christmas party Brian Lea presented me with a framed photo he took during the Great Greg Bunch Annual Fall Tour atop Mt. Magazine. This photo looks forward down the driver’s side of my Interceptor and out over the valley with all of the colors of the trees. I think it is beautiful and, really, pretty cool. Many thanks to Brian and Alec for this gift.

The next event for the club is the annual New Year’s Day lunch gathering at the All-American Steakhouse in Springdale. We can start gathering any time after 11AM. There will be no program and no club business, just a social time and a chance to get our cars out on the first day of the year. To that end, weather permitting, bring your British car (or some other interesting car if the Brit is not cooperating) and park on the north end of the parking lot. Let’s have an impromptu car show to start the year.

Speaking of car shows, at the November monthly meeting we discussed scheduling Brits in the Ozarks for 2026. After much back and forth with the hotel, talking to the Chili Pepper Cross Country Festival organizers, and considering the impact of trying to hold our event the same week as Bike’s, Blues and BBQ, we concluded that the weekend of October 24<sup>th</sup> is the best available time to hold the event. I know that is later than usual, but that is where we are. That means the drives will be October 22 and 23, the party the night of the 23<sup>rd</sup>, and the car show and dinner on the 24<sup>th</sup>. Please plan accordingly.

I would really like to set a goal of 200 cars for 2026. I have a contact with someone who is involved in promotions and will talk to her about ideas, what she can do for us, and the cost, if any. I also want to talk to Bill Rogers with the Springdale Chamber of Commerce to see if the Advertising and Promotions Commission can do anything since we generate around 140 hotel nights from which they get taxes. Let’s really get out and push this year!!

Bryce Storey has agreed to help sell the MGB / MGA items that Rita Carney gave us. Rita’s instructions were to sell it all for what we can, give half of the proceeds to the ALS Association, and keep the rest. I have offered to pay Bryce a 10% commission for his efforts and he has (generously, I should add) agreed to take on the job. David Paul has already bought the MGB engine. Bryce has also sold the blast cabinet that we had for our full price (none of that money will go to ALS). After we pay Bryce’s commission, we will have around \$900 to use to search for and purchase spare parts for our Sun machine. Well done, Bryce!!

Mark Brewer advises me that he is recovering from his back surgery. Never one to just sit around, he has taken a liberal view of the Doctors instructions and, while not lifting anything, is already doing yard work. He described his healing process as progressing from a “hatchet in my back to a machete to a knife, so getting better”. Hmm, maybe if he were resting more . . . Get well soon Mark.

From what I have seen on Facebook it appears that Bob and Dana Cable are enjoying a wonderful trip to Spain. Surely there is a newsletter article in there somewhere????

When I bought my Alvis I met Wayne Brooks at the Alvis Owner Club booth at Hershey. Wayne lives in Virginia and has, for many years, kept records of, at least, every Alvis in the U.S. As a result, he was generous enough to provide me with a complete history of my car (turns out he owned it briefly). From that I think I will put together an article about the car and its travels. Watch future newsletters (if you care!).

I hope we see a lot of you January 1 at the steakhouse. The regular meeting will occur as usual 1 week later on January 8<sup>th</sup>.

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### Coming Events

JAN 1<sup>st</sup> – Annual Gathering at the steakhouse. Bring your British car if possible.



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**Contributors this month: Elaine and Carol, and Robert Tschiemer. And, of course, Bill Watkins. Thanks again!**

**Trivia received from members in November, including new cars, new babies or grandchildren, winning the lottery or being arrested are all shown below on this page.**



## ***British Iron Represented at the British Consul General Reception***

By Elaine and Carol

The club website does work! Brian received an inquiry from the British Consul General Office headquartered in Houston. They asked if a British car could attend the Consul General reception that was being held in Bentonville. Brian forwarded the inquiry to President Bill and lucky for us, Bill was going to be out of town on September 28, so he asked me and Carol to show our car and attend the reception. All day we watched the weather – hoping the radar was going to show only slight drizzle for the event. Yes, we have a top and side curtains, but no windshield wipers. The windshield had a coat of Rain-X and we had rags for sopping up the rain that could leak through the side curtains.

By 5:00 pm when we were to leave, the rain was still falling a bit, but nothing like an hour before when it was really raining! We live close to Compton Gardens where the event was being held so we said, let's go.

What a great evening!



We had a lovely chat with Consul General Keith John Scott who is Scottish and stationed in Houston to establish trade relations with the states of Texas, Oklahoma, Arkansas, and Louisiana and New Mexico. The delegation had spent a couple of days in talks with Walmart and other NWA companies.

We even made the Channel 5 news reporting the event, but don't blink or you'll miss us!





British  
Consulate-General  
Houston

## KEITH SCOTT



**Keith Scott** arrived in September 2025 for a short stint as Consul General. As Consul General, he has overall responsibility for leading the UK's engagement in Texas, Oklahoma, Arkansas, Louisiana and New Mexico.

Keith's priorities include engaging with political, business and civic leaders and organisations to build deeper, long-lasting political and cultural ties; enhancing trade and investment partnerships; and promoting science and innovation links.

Keith is a career diplomat. He was the longest serving British High Commissioner (= Ambassador) to Papua New Guinea (2018-23). Prior to that, he was the UK's Deputy Migration Envoy. He joined the Foreign, Commonwealth and Development Office (FCDO) directly from Aberdeen University in 1991, where he studied French and German. He has served overseas in Zimbabwe, Afghanistan, Iraq and Nigeria, with temporary duties in Liberia, Malawi and Albania. UK roles have included covering North Africa and Qadhafi's Libya, Bosnia/Albania/Macedonia and the Balkan Wars, the newly independent States of Trans Caucasus/Central Asia after the break-up of the Soviet Union, EU issues and trade with West and Central Africa. He was seconded to the UN Secretary-General's Office in 1998.

Keith enjoys most sports, especially soccer, rugby, cricket, golf and snooker. He played cricket for the FCDO – more an indication of socialising ability than sporting prowess! As a Scotland supporter, Keith is used to sporting disappointment.

*Ed. Note: Although I admit that the TF is a better looking car (IMHO), the photo above reminds me of my old new 1952 TD, which was, during rainstorms, slightly less wet on the inside than on the outside. This story only lacks information on what Elaine and Carol were drinking next to Consul General Scott. That's a lot of Scotch!?*

*Cultural note: Americans in Scotland sometimes make the social blunder, at a bar, of asking "for a scotch". As was pointed out to me by a polite bartender at Aviemore, this is like a Scotsman visiting the US asking for "an American." One is supposed to ask for a whiskey and the brand, or else ask the bartender for a recommendation.*



Instead of another British marque this month, we are going to look at a British car Yr. Ed. always liked, but was consistently warned to avoid!

### **The Jaguar MK V.**



The only solid reason for that warning, to my knowledge, is that adding heavy-amp electrical accessories to the wiring system can overwhelm the wiring at the amp meter (mounted to wood) and cause the car to burn up! Let's put that minor and easily corrected fault aside and look for the good points of the MK V.

What appeals to me is the traditional, graceful (old, if you insist) body styling with the first incorporation of the headlamps into the bodywork. In the same way, I like the MG TF. They both retain loads of leather and wood with 'classic' styling. Yes, I know 'classic' is in the eye – and age - of the beholder.

A big bonus is that many were made with LH drive. A big minus, in the US, is that some were made with the 2.5 liter engine. Oh, and gray over black would not be my choice, but so many photos on the Internet these days are restricted that we will have to jump around a bit. Let's get serious.

The **Jaguar Mark V** was a luxury automobile built by Jaguar Cars Ltd of Coventry in England from 1948 to 1951. It was available as a four-door Saloon (sedan) and a two-door convertible known as the Drop Head Coupé, both versions seating five adults. It was the first Jaguar with independent front suspension, first with hydraulic brakes, first with spats (fender skirts), first specifically designed to be produced in both Right and Left Hand Drive configurations, first with disc center wheels, first with smaller wider 16" balloon tires, first to be offered with sealed headlamps and flashing turn signals for the important American market, and the last model to use the pushrod engines.

The Mark V was introduced to distributors and the press on 30 September 1948 and launched on 27 October 1948 at the London Motor Show at the same time as the announcement of the XK120, with which it shared a stand. The XK120, though not quite ready for production, was the star of the show. However, the Mark V vastly outsold the XK120 by roughly 5,000 cars per year as compared to 2,000 XK's per year.

While the XK120 had a new overhead-camshaft XK engine, the Mark V retained the 1946-48 driveline including the overhead-valve pushrod- [six](#), 2½ liter and 3½ liter engines, now since 1946 produced by Jaguar,

which the company had purchased from the Standard Motor Company before the Second World War and the four-speed single-helical gearbox produced by both Jaguar and the Moss Gear Co.

The wheels were 16-inch steel-disc type, significantly smaller than the 18-inch wheels on the MK IV. From the side, a distinctive styling touch on the saloon was a "tuck in" curve at the base of the rear quarter window following the curved profile of the side glass, a feature retained on many subsequent models. Rear-wheel spats were standard. There was also a drophead coupé version. For the UK and most foreign markets, 7.7" Lucas PF770 headlamps were used, along with flip-out trafficator semaphore turn indicators. For the important American market, 7" sealed headlights were used, along with flashing turn signals incorporated into the front side lamp and rear tail lamp units in place of trafficators. *Incidentally, if you have forgotten, Jaguar never had a MK VI model because Bentley had a copyright to that term. Note lack of seat pleating. Some were later 'improved' (not). Ex-mechanics do not favor white upholstery! (Even if virgins or the Pope)*



Jaguar's test engineer Norman Dewis used a Mark V regularly. When asked about the top speed he saw in his car, he commented that he verified 90 mph once, but the thrill of the moment did not encourage repeating the feat. *Although I greatly admire the looks of the MK V, my regret in never owning one is moderated by the remembrance that my XK 120 didn't offer nearly adequate legroom and I've never actually driven a MK V. However, the following MK VII was more of a family-sized car and our family has always only been two – can't see the advantage of driving around a car way bigger than needed.*

Jaguar produced 1,902 LHD MK V saloons with the 3.5 liter engine and 577 convertibles with the same specs, so there are opportunities to be had. In fact, Hyman's had a beauty for auction in November.

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## **WINTER AND YOUR VINTAGE BRITISH CAR**     by Robert S. Tschiemer

Winter is coming soon in Arkansas and with it is a challenge to British vintage sports cars for those who choose to brave the elements. Despite their low ground clearance and feeble defrosters, many are driving all year long, while other owners store their prize cars until more inviting weather. There may be differences in Arkansas weather in northern, central, and southern parts of the state, but one thing is clear: British cars are still on the road with happy drivers if some basic precautions are taken.



For those driving their cars, it is important to note that cold takes a toll on the hardest. One tip for cold weather driving is keeping a battery that is generally no more than three years old with sufficient cranking power of no less than 500 starting amps, employees at O'Reilly's Auto Parts added. Some cars have been renovated with high torque starters over the original vintage one, making far easier starting with less cranking. Other owners may replace their points with a Pertronix electronic distributor. Although pricey, these eliminate the need to adjust points but they also have a downside of being susceptible to damage from a simple short in the electrical system.



Carbureted cars demand adjusting the fuel air mixture and excessive elements as high humidity and cold may play havoc with smooth running as in drier days, but the carburetors may be adjusted for the best performance. As air gets colder, it reacts differently than thinner, warmer air. The colder the fuel is, it is more difficult to vaporize, a mechanic working with British cars added. Air is thinner in the warm weather, affecting mixture, he explained.

Filling gas tanks during the summer or winter should bring to mind the question of whether additives are useful, as whether adding Sea Foam Motor Treatment, Sta-bil, or other additives should be considered. Many mechanics recommend doing so. A gallon of Sea Foam from an auto parts store generally costs about \$66, and this writer normally adds it at least once a month to his British cars. Normally, adding one ounce of Sea Foam per gallon is said to clean the engine and interviews with several British car mechanics found they all recommend it. Sta-bil Fuel Stabilizer is said to keep fuel from degrading but also helps eliminate water from gasoline. There are several products commonly advertised for this purpose, including HEET Gas Line Antifreeze and Water Remover and STP Water Remover. Using only non-ethanol fuel year-round helps as well, because the ethanol is said to attract water vapor to fuel. Regularly using premium non-ethanol gasoline is possible and there are even phone applications to help locate the nearest station. Pure-Gas.org lists 470 stations selling non-ethanol gas in Arkansas. Using a tank of ethanol gasoline at times proves necessary but it is generally preferred to fill up with non-ethanol if possible, mechanics agree.

Aviation gas can also be used in vintage car engines and is 100-low lead, which smaller airports may sell, an employee at O'Reilly's added. A lot of classic car owners have used this in winter storage which will work if there is no catalytic converter involved, he said.

Some use tire chains or cables for winter driving, but an informal interview with an O'Reilly's store said they have never sold one for a British sports car.

Ronnie McLeod, who has been in business for fifty years, recommends having your car battery on a tender in the winter months in particular, which are available at any auto parts store. A British car mechanic said the electrolyte in a battery freeze in cold weather and will not hold a charge, but a tender helps in keeping the battery warm. In northern states, blankets may be seen in their car engine bays.

McLeod said an electric dipstick is an option to keep the motor oil warm and help in starting in cold weather. These are available in auto parts stores or can be ordered as they may not be in stock in parts of Arkansas with the warmer climate. In the northern states, these are commonly used.

McLeod said there is no need to completely drain fluids from your vintage car stored in Arkansas unless it is for long-term storage. Fluids should be checked for the winter, however. Antifreeze gets weaker with age. Most coolants will last three to five years, a mechanic added. Autozone and other parts stores may have test strips for sale which one can put in their coolant to test it. Once antifreeze is too old, it turns acidic and can rust your system, including your water pump, McLeod added, with potential damage even to your bearings. McLeod said one should flush and replace their antifreeze no less than every five years. There is a new anti-freeze which is advertised that says it will last for life. New cars will be using this mixture and McLeod has ordered it but has not yet tested it.

Make sure above all else that your car has antifreeze and not pure water, as disaster can occur in the coldest days of a dark winter.

Salt or a combination of brine mixture is dangerous to any car, and as much as possible, remove it. With freezing and refreezing, and even a later rain, it still will remain on the road.

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Dec 6<sup>th</sup> Christmas Party at the Storey's. About half the member's present shown here. This was taken before the 'Dirty Santa gift exchange', which was fun, but not quite as ruthless as it could have been. Yes, the electronic bug killer paddle made another comeback. Our hosts are at the far end of the right hand table. We saw Elliot Lea take a few wobbly steps! That was wonderful. Merry Christmas! Shirley Wing photo

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### **A few of the nice cars and scenes from our Fall Retreat**







**Nice camera work by Brian Lea, with thanks. We had**



**beautiful weather and colors. The only minor drawback was that thousands of other folks also appreciated it. Restaurants were very crowded with long waits. Again, many thanks to Greg Bunch for organizing this tour, and arranging perfect weather.**

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