

---

---

# Oil Spots

*A Newsletter of the Plateau British Car Club*



This is the first edition of the Plateau British Car Club newsletter, "Oil Spots". It is hoped that this space will be the official place where we will have a monthly "Prez Sez" message to the membership. This newsletter is a work-in-process and there may be changes to the format and content.

**Oil Spots** is the official monthly publication of the **Plateau British Car Club of Tennessee**. Material is actively solicited for the newsletter and every effort will be made to use appropriate material from the membership. Unsolicited material from non-members is also encouraged. The editor reserves the right to edit for length and appropriateness. No placement of material is guaranteed. Your contributions should be submitted to: [dprainey@att.net](mailto:dprainey@att.net)

Deadline for submissions is the 20th of the month prior to publication.

## **PBCC Officers and Support Positions**

Chris Schoening - President - [89xjs@live.com](mailto:89xjs@live.com) -  
865.228.9341

Tim Beaton - Vice President - [tjbeaton07@gmail.com](mailto:tjbeaton07@gmail.com) -  
701.361.4751

Edna Horony - Treasurer/flowers - [ednahorony@gmail.com](mailto:ednahorony@gmail.com) -  
931.261.6943

Pat Rainey - Secretary - [dprainey@att.net](mailto:dprainey@att.net) - 256.486.8605

Tom Neckvatal - Member at Large/Membership chairman -  
[tneckvatal@gmail.com](mailto:tneckvatal@gmail.com) - 612.719.7409

Barry Brown - Member at Large/Events Coordinator -  
[barry@barrybrownimages.com](mailto:barry@barrybrownimages.com) - 931.261.3882

Dennis Rainey - Immediate Past President/news letter editor  
- [dprainey@att.net](mailto:dprainey@att.net) - 256.744.4909

Vanessa Wynn - Regala Miester - [shyhill@aol.com](mailto:shyhill@aol.com)-  
615.585.5999

Paul Barker - Webmaster - [barkerpa@gmail.com](mailto:barkerpa@gmail.com) -  
423.442.4482

## If it ain't broke, don't fix it - Ain't true! by Bryan Lever

We like our 'little cars' for a variety of reasons and what starts as a pleasant drive should not be ruined by a flatbed ride – especially if the problem was preventable.

Performing maintenance on our cars can't guarantee that they will last forever, Failure to perform needed maintenance pretty much guarantees some level of failure. From the annoying to the catastrophic.

It is beyond the scope of a one page paper to detail what already exists in your owner's manual or shop manual. The point, here, is to encourage proper maintenance.

Whether you have a mechanic perform maintenance, or you do it yourself it is important to pay attention to the shop manual or owner's manual for 'normal' maintenance.

But the owner's manual does not address the effects of time.

It is important to recognize that many components of our cars degrade over time. Either through wear, corrosion, fatigue or oxidation and 'interesting' repairs done by previous owners. Wiring connectors, hoses, seals and other rubber needs to be inspected and replaced as needed.

Some incidents with I am personally aware of and had involvement in:

A member got a flatbed ride because a corroded connector caused the fuel pump to stop.

A transmission destroyed because the oil had not been checked in a long time.

Poor engine performance – the shaft under the rotor had not been oiled in a long time, the shafts rusted preventing the mechanical advance from functioning.

Poor engine performance due to a worn out distributor. I learned that there is nothing you can do to the carburetors that will correct ignition problems.

Front brakes locked up on an MGB recently. It appeared a dragging caliper caused the brake fluid to boil, build pressure, and lock both front calipers bringing the car to a stop. The 50 year old calipers had probably not been rebuilt.

Our cars are more fun when you don't have to worry about going home safely.



## All British Cars/Owners Welcome

The Plateau British Car Club was created to band together owners of the Little British Cars (LBC) to provide a way of exchanging ideas, technical data, amusing stories, and just plain fun. All LBC owners are invited to enjoy the "LBC experience" to the fullest with friends. Ownership of an British car is not required for membership, but non-British car owners are classified as Associate members and have no voting rights.

## What Membership Means

There are British Car clubs worldwide, from England to Australia, Brazil to Japan. It is truly the "Sports car that the world loved first". Belonging to the Plateau British Car Club puts you in touch with the realm of LBC. Members also get the monthly club publication, the *Oil Spots*. Whatever your LBC means to you, membership in the club will be a big plus; whether your car is a "daily driver" or a pleasant hobby, the PBCC will be a valuable resource.

## Your Next Step

Be part of this tradition and make new friends in the process. For additional information call our Membership Chair, Tom Necktaval

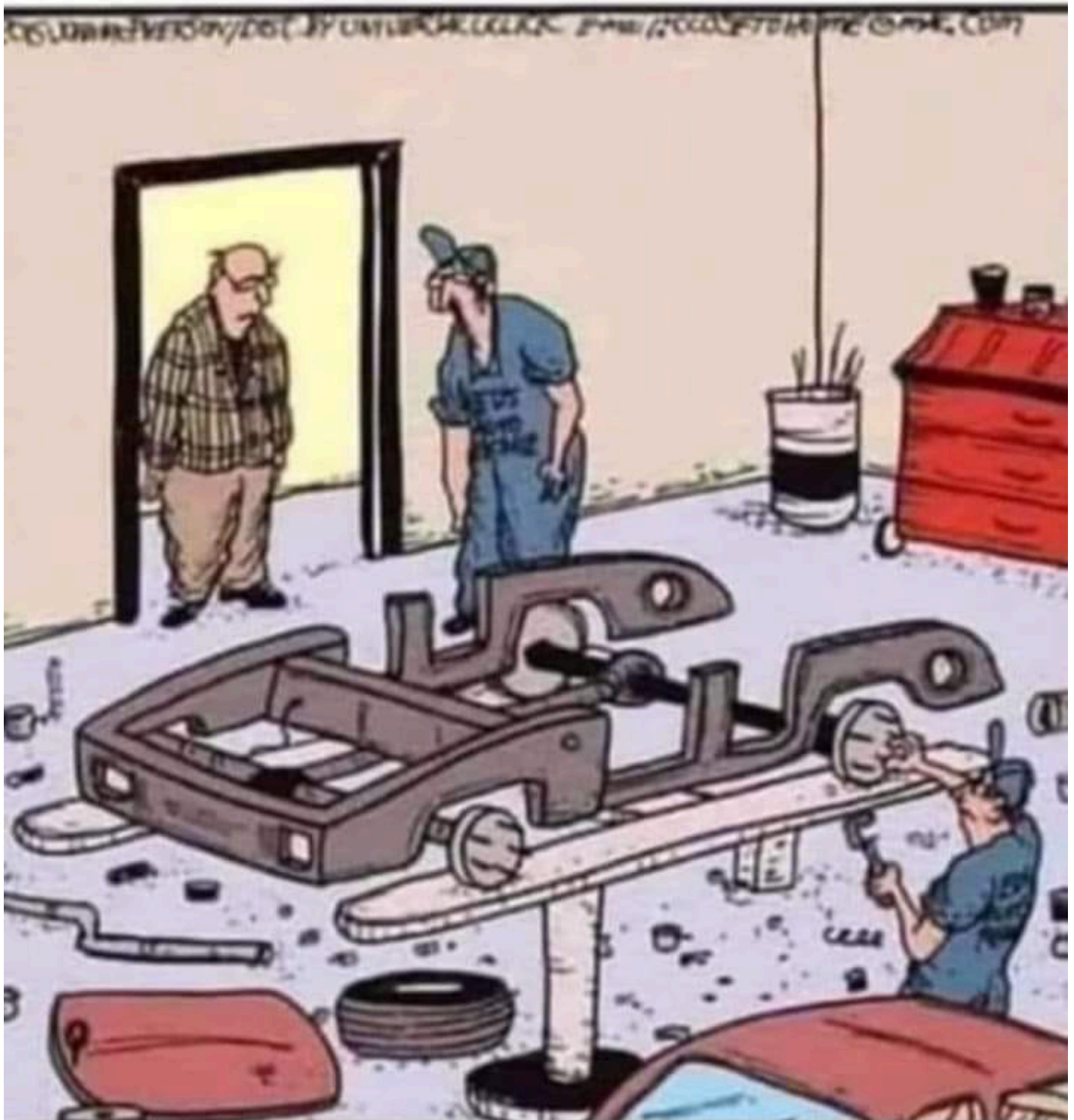
[tneckvatal@gmail.com](mailto:tneckvatal@gmail.com)

## Download a Membership form now!

[Membership Form](#) is available from the club website at

**[PBCCTN.org](http://PBCCTN.org) or just click on the link**

**“Turns out it was a marble in the ashtray”**



## PBCC Treasurer's Report Edna Horony

|                                    |          | PBCC      | Financials         |          |            |
|------------------------------------|----------|-----------|--------------------|----------|------------|
| February 1, 2023 Beginning Balance | Income   | Donations | Non-Cash Donations | Expenses | Total      |
| \$1,130.28                         |          |           |                    |          | \$1,130.28 |
| Membership Dues                    | \$155.00 |           |                    |          | \$155.00   |
| Office Supplies                    |          |           |                    |          |            |
| Flowers/Cards                      |          |           |                    |          |            |
| Annual Web Page                    |          |           |                    |          |            |
| Total for Month                    |          |           |                    |          | \$1,285.28 |

**In 1947, Lucas tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.**

The PBCCTN newsletter, Oil Spots, will be available on the club website following which is PBCCTN.org. Give it a look.

Classified ads on the website are free to members in good standing of the Plateau British Car Club.

All others must pay \$10.00 (with submission of the ad) for 3 months minimum. Maximum 40 words per classified ad. Ads may run three consecutive months, and again after a two month hiatus, upon re-submission to the Editor at [dprainey@att.net](mailto:dprainey@att.net). Commercial advertising rates are based on camera-ready copy (electronic or hard copy). The rates are: Full Page- \$130/year, \$70/6 months, \$45/3 months; Half Page-\$75/year, \$45/6 months, \$24/3 months; or Quarter Page-\$45/year, \$30/6 months, \$15/3 months. Ad copy (commercial or classified) and payment must be submitted to the Editor by the 20th of the month prior to publication. All copy and advertising material is accepted and published in good faith. The Plateau British Car Club, its officers and the Editor of the Oil Spots expressly disclaim responsibility for any and all consequences that may arise from the publication and/or use of any material. Opinions expressed by contributors are their own, and not necessarily those of the Plateau British Car Club of Tennessee, its officers and/or the Editor.



## FLAT CAPS or DRIVING CAPS

Have ya ever wondered about those flat caps that ya see people wearing? I became curious about the origin and history of this headgear. They are a popular among sports cars drivers, of course. You will find them on the heads of golfers and older gentlemen as well. The flat cap is a simple a joining of cloth with short sides and a stiff brim in the front. They can be found made in wool, tweed, cotton and even leather and they are usually lined for comfort.

Wikipedia claims the style dates back to the 14th century in England and Italy. In 1571, an act of Parliament required that males over the age of six years old must wear wool head cover on Sundays and holidays. This was intended to stimulate wool consumption and trade. Nobility and "persons of degree" were exempted. The act was enforced with a fine of three farthings. The bill was repealed in 1597, but by then, the practice was firmly established.



The caps were and still are called by many names...golf caps, driving caps, etc. The hat is known in Ireland as a **paddy cap**; in Scotland as a **bunnet**; in Wales as a **Dai cap**; and in the US as an **English cap**, **Irish cap**, or **flat cap**. Various other terms exist (cabbie cap, driver cap, longshoreman cap, ivy cap, train engineer cap, etc.). Flat caps were commonly worn throughout Britain and Ireland in the 19th and 20th centuries. Immigrants brought them to the US where they became common in 1890 and remained the standard wear for boys until the 1930s. As sports car drivers, they do provide the advantage of staying on your head with the top down without having to use push pins to keep them on. Be stylish, try one.

From Steve Phillips, Member of PBCC and franchise owner of several area NAPA Auto Parts stores including here in Crossville and in his home town of Cookeville.

I'm glad to offer a 10% discount for any NAPA-source parts to PBCC members. My Cookeville store does have an account with Moss Motors. If you are at a different location than Cookeville just ask the store mgr. to work with you.

## February Natter & Noggin & Nosh

What a great Natter & Noggin for the month of February. It was something a bit different from the usual Natter & Noggin as we decided that the weather just wasn't all that great for driving our LBCs to a eatery or brewery or some such place. Sooo, we thought, how about a crockpot chili cook off??? We reserved a room, free of charge (our treasury liked that) at the library in Fairfield Glade. Members were asked to bring their favorite crockpot chili and others brought condiments and bowls and cups and iced tea and lemonade, etc. and then everybody sampled the different entries of crockpot chili. Participants then cast a ballot for the winner of the best chili. Alex & Edna Horony's chili, well most likely Edna's, was voted the best and she received a most prestigious award for her efforts, a bundle of hot red peppers. We had 20 people in attendance with one couple (club members) from Colorado, Rick & Jen Moore who have two MGBs and an MGA. We hope they can make more events. Anyway, everyone had a great time and we had some really great chili. Thanks to all who participated!

Now we need someone to plan the next Natter & Noggin and they can contact Barry Brown at [barry@barrybrownimages.com](mailto:barry@barrybrownimages.com) for assistance or for ideas.

Thanks - ED.

## Ed's Exhaust Note...

To the readership - It is difficult to come up with enough articles to fill out a reasonably sized newsletter to which I believe everyone deserves.

Therefore, I plead with the membership to submit more articles of interest for inclusion. I know there are several great stories out there such as, "How I found my car?", "The best LBC trip I've taken, "Problems I've encountered and solved, or "The history of my car(s)".

There is an endless wealth of printable material within our own membership. I know that it's there because I've heard some of the stories and I'm certain that others would enjoy them, too. So, think about something that you can write about and submit it for publishing. You don't need to worry about spelling, grammar, or punctuation; that is my job as editor.

Thanks—Ed