

November 2023 Edition

Oil Spots

A Newsletter of the Plateau British Car Club



THE PREZ SEZ

It's that time again, when we elect new club officers for 2024. Nominations are now open for the office of President, Vice-President (which is currently vacant), Secretary and Treasurer.

It is very important to the smooth continuation of our club to fill these offices. The next issue of the "Oil Spots" newsletter will announce candidates for PBCC officers for 2024. Everyone is encouraged to run and vote for any of these offices. You are needed.

Here is the process to follow: Make your nomination to the club's secretary at dprainey@att.net, by the 15th of November, 2023 to give us time to include the slate in the December issue of the Oil Spots.

Actual voting can be accomplished by submitting your vote, one vote per family membership, from members in good standing (paid members). Your votes can be submitted electronically (via email) to Pat Rainey at dprainey@att.net. All votes will need to be in by the 9th of January, 2024 in order to tabulate the vote count for our Annual meeting, when the new officers will be announced. This meeting is scheduled for the 10th of January, 2024. Meeting location to be announced. The new officers will assume their positions on the first day of February, 2024.

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

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

PBCC Officers and Support Positions

Tim Beaton - President (pro tem)- tjbeaton07@gmail.com - 701.361.4751

Edna Horony - Treasurer/flowers - ednahorony@gmail.com - 931.261.6943

Pat Rainey - Secretary - dprainey@att.net - 256.486.8605

Tom Neckvatal - Member at Large/Membership chairman - tneckvatal@gmail.com - 612.719.7409

Barry Brown - Member at Large/Events Coordinator - barry@barrybrownimages.com - 931.261.3882

Dennis Rainey - Immediate Past President/newsletter editor - dprainey@att.net - 256.744.4909

Vanessa Wynn - Regala Miester - shyhill@aol.com- 615.585.5999

Paul Barker - Webmaster - barkerpa@gmail.com - 423.442.4482

I don't feel old. I don't feel anything until noon. Then it's time for my nap.

— Bob Hope

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 a British car is not required for membership, but non-British car owners are classified as Associate members and have no voting rights.

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The Membership Chair report.

The membership chairperson reports that there have been no new members added to the PBCC during the month of October. If you know someone who would like to join, please don't hesitate to encourage them to do so.

[Membership applications are available on the club website at PBCCTN.org](#)

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October Treasurer's Report - Edna Horony

	PBCC	Financials	
1-Oct-23	Income	Expenses	Total
Beginning Balance	\$1,465.65		\$1,465.65
Membership Dues			\$0.00
Member Name Tag	\$10.00	(\$109.64)	(\$99.64)
Total for Month	\$1,475.65	(\$109.64)	\$1,366.01



Don't Forget Your Cooling System

With the change of seasons upon us, this may be a good time to talk (type) about winterizing your LBC. When good driving weather returns, as it always does, we'll all be ready for driving again. I decided to research the subject of cooling systems to share with the members. The following is a bit of what I found.

Age is one of the biggest factors to consider in cooling system maintenance. That means, specifically, the radiator as this is the main component to cool your engine. When a radiator ages, it does things like the cooling fins can corrode. The tubes can leak due to age/corrosion as well and sometimes solder on top tanks starts to leak.

Unless you own a Volkswagen, Corvair or other air-cooled classic, at some point you'll need to consider the health and type of the coolant in your radiator.

One of the very best things you can do to keep your cooling system healthy is to change anti-freeze with the proper mix. What is the proper mix? For our LBCs the mix should be a 50/50, anti-freeze to water, NOT a 70/30 mix as the 50/50 will protect better than all the other mixes that people use. That goes for new cars as well, not only our LBC's. The best way to drain the anti-freeze is to pull the bottom hose off and let everything drain out. Why? Because if you have

aluminum items as a part of your cooling system like t-stat housings and radiators, anti-freeze breaks the aluminum down and clogs the radiator. It doesn't matter which type if it's ethylene glycol, the green stuff or polyethylene glycol, the red stuff or DEXCOOL as it is known in some circles.

All anti-freeze has silicone in it, which is basically sand. Over time it eats away at iron and aluminum but at a little faster rate for aluminum. That is why you see the powder around the nuts holding the thermostat housing in place. The anti-freeze has etched or eaten away the housing by the stud allowing the anti-freeze to seep up to the nuts. So, if you have this problem, you need to replace your t-stat housing. This is also true for what some LBCs like to do is blow head gaskets. It's because of age, anti-freeze not being changed has eaten away the gasket until the compression in the cylinder blows the gasket. One article mentioned the mechanical fan as one of the reasons this doesn't work very well on an MGB. It is because there is no shroud around the fan so it doesn't suck enough air through the radiator. If you look at older American cars, not only is the fan close to the radiator, but there is a shroud around it so the fan can draw more air in.

How to tell if your radiator is not in good shape? This is fairly easy. You can use a thermometer such as an IR thermometer available at Amazon or Harbor Freight, or simply use your hand. If your car is over heating, open the bonnet. Unless you see steam coming from under the bonnet, or hear that boiling popping sound, simply feel the radiator in different areas like sides or middle for cold spots. It should feel the same temp all over. If you feel cold or colder spots, you can bet the radiator is not in good shape and could be the cause of an overheating if no leaks are found. Another cause often overlooked is a bad radiator cap not holding pressure or too low pressure for what it was designed. To truly test a radiator cap you need a pressure tester that is designed for that purpose. Auto parts stores have them. For most of the LBC cooling systems a pressure cap of four to seven PSI is recommended.

Danger signs and what NOT to do:

Boiling, popping sounds- do not open bonnet until the engine has had a chance to cool down. Under no circumstances should you even ATTEMPT to open radiator cap as you might get seriously burned up to a 3rd degree burn. Steam- do not open hood at all. As in the above case, you have probably broken a hose or one is cracked etc. and coolant has leaked out.

With the case of some LBCs, you also have an expansion tank. That can leak as well as another cause. There are silicone hoses on the market but they are expensive they will last longer, but is it really worth it to you?

How often do you need a coolant flush? As a general rule of thumb, you should get a coolant flush every 30,000 miles or three to five years whichever comes first. Your car's owner's manual should also outline a more specific interval depending on the manufacture.

Ed-



I'm sure that most of you have placed an order with Moss Motors at some point during this madness thing we do. As a result, you've made Moss's list for their magazine called Moss Motoring. In their Issue 3, 2023, there is an article written and submitted to Moss by our own Ned Serleth. The article title is "Some More Dos Than Don'ts".

Give it a look and kudos to Ned.

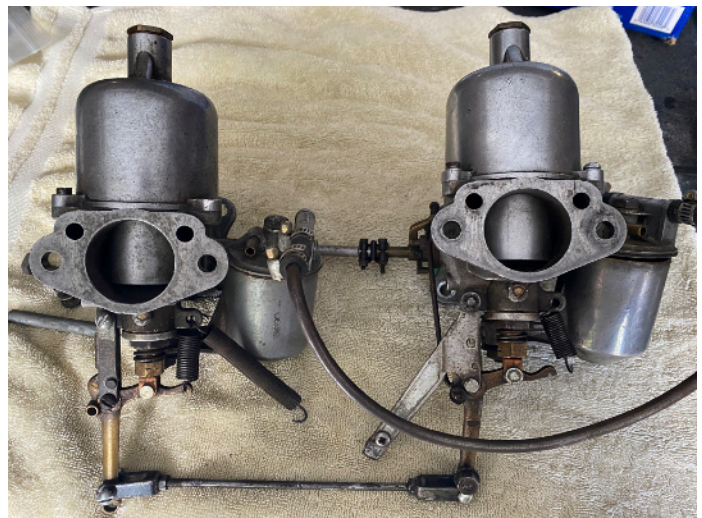
Club event ideas; a new feature of the newsletter. Be sure to share your favorite idea with the editor to include in this section of future Oil Spots Newsletters.

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This section of the Oil spots can be used by our members to advertise items they may no longer need or want. If you've decided that car most go or you've decided to clean out your garage for example, here is a place you can let the rest of the world know. If you are trying to find that elusive part or car, this might be the place to find it.

In the case of cars, pictures are a must. The old saying, "If ya don't have pics, then it didn't happen" applies here.

(1) brand new MGB grille 1962-69 \$225. (1) set of SU H6 carbs including linkage for \$325 and (1) Triumph TR3 chrome valve cover \$95. Call 423 413-5170 - Thanks Bruce Ammons



SAVE THE DATE

HO HO HO

It's almost time for our annual

PBCC

Holiday Dinner

This year's Holiday Dinner will be held at Forte's On The Square in downtown Crossville. It will be on the

13th of December at 5:30 pm with dinner served at 6:00 pm.

This will give you time to take off your coats and pick a seat and order a drink. We'll have the entire downstairs to ourselves and we'll be the center of attention from the staff.

This is your chance to wear that ugly sweater that your aunt Martha got ya back in 1982, or that Elf hat, or those goofy reindeer antlers, or your Santa hat.

The offering at Forte's will be similar to last year and all the prices will include tax and tip.. There will be four dinner choices as described below. Cocktails, wine and beer will be available at the cash bar. Dessert tray options are also extra.

All dinner entrees are served with bread, salad and baked potato.

Meals include sweet or unsweetened tea.

There will be four dinner choices as described below:

Entree choices;

- **Chicken Mediterranean
Grilled Chicken with Mozzarella & Fresh Spinach Topped
with Tomato, Capers, Olives & Lemon**
- **Grilled or fried grouper. Pan grilled with citrus beurre
blanc or fried**
- **Nine ounce prime rib - King or Queen**
- **Mamma's Tortellini, Parmesan Encrusted Chicken
Breast with a cheese Tortellini in a tomato cream
sauce**

**If you have special dietary needs, Please let Tim know so
that we can let Forte's know.**

**We'll need your reservation on or before Wednesday the 6th of
December so that we can give Forte's a head count.**

**Please email your RSVP to Tim Beaton at
tjbeaton07@gmail.com**

**This year, we've added a little something extra. In the spirit of
the season, members voted to bring a new, unwrapped toy that
will be donated to the Marine Corps. "Toys for Tots" program.**

Thanks!

Southern British Car Club * Peachtree MG Registry

PRESENT

The 29th ANNUAL
BRITISH CAR SHOW
The Collegedale Commons
Ooltewah, TN

Saturday October 7th



To register or more information
WWW.SOUTHERNBRTISHCARCLUB.NET



October 7 brought us all together for the 29th Annual British Car Show in Ooltewah, Tennessee. This is an event put on by the Southern British Car Club, and this year, co-sponsored by the Peachtree MG Registry. The show marked the 100th anniversary of MG's. Together, the two clubs put on an incredible show.

As with most events of this kind, people start rolling in the day before. For those of us coming from north of Ooltewah Friday morning was gloomy, chilly, and rainy. Not a good recipe for top-down driving but it didn't seem to dampen the spirits of those making the drive. We were well represented. Besides the other northern Tennessee clubs, the Plateau British Car Club had 15 members participate.

Friday night was a meet and greet at the Commons, supposedly Hors d'oeuvres, but in reality, a buffet meal. Food was plentiful and delicious. The atmosphere was relaxed, warm, and welcoming.





Home base was the Spring Hill Suites in Ooltewah, convenient to both I-75 and the venue. The club had negotiated special rates for the attendees. The hotel was a real treat. The rooms were spacious and well appointed, the staff was great, and there was plenty of room for parking.

As for the venue itself, The Collegedale Commons, it would have been difficult to find anyplace as perfect. Beautiful grounds, a massive paved area for parking and showing the cars, and buildings and pavilions for the various offerings on hand.

Scheduled arrival time was 9:00 A.M. Saturday morning for the incoming show cars but, of course, the volunteers were there early to begin setting up. Things were well organized and our spots were easily located and accessed.

There were two food vendors, a barista, and a lady selling baked goods. The food, by the way, was excellent.

One of the scheduled events was the valve cover race, something that I had heard of but never witnessed. Valve covers on wheels, racing down a ramp like oversized Boxwood Derby, or undersized Soap Box cars, using nothing but gravity to propel them. There were only a small number of these specialty cars present but I would certainly like to see more. Perhaps I will create an entry for next year.

Maybe the SCCA should develop a category for them.



The cars themselves were beauties representing numerous makes and models with some truly historic MG's taking center stage.



Of course, later MGs were plentiful, MGA's, MGB's, a handful of Midgets and the Midgets sister, the A-H Sprites.



While MGB's were the most represented cars there was certainly a lot more to see. Triumph, Jaguar, a Morris Traveler, Mini. A-H 100's and 3000's, Rolls Royce,





The photos are just a small sampling of the 100 or so cars at the show.

Though, obviously, only a handful of cars can be declared “the Winners,” there wasn’t a car here that wasn’t worthy of mention. Everyone here should be proud of, not only was displayed, but also for the attendance and participation.

The Show Winners

2023 SBCC Car Show Winners	
<i>Class A - Pre-War</i>	
1 st place	Rick & Phil Rader & Dave Ferst 1930 Green MGPB
2 nd place	James Hester 1930 Red MG M-type
<i>Class B - T Series</i>	
1 st place	Doug Housley 1954 Green MGTF
2 nd place	Ian O'Shea 1951 Black MGTD
3 rd place	Michael White 1952 Red MGTD
<i>Class C - MGA</i>	
1 st place	Dave Terhune 1957 Dove Gray MGA Coupe
2 nd place	Jay Franklin 1962 Iris Blue MGA-1600
3 rd place	Gil DuPre 1962 Blue MGA
<i>Class D - MGBGT</i>	
1 st place	Sandy Forquer 1967 Blue
2 nd place	Dan Bosso 1969 Primrose
<i>Class E - MGB Chrome/Early (63-65)</i>	
1 st place	Gary Langley 1963 Black
2 nd place	Oliver Hoffmann 1963 Iris Blue
<i>Class F - MGB Chrome/Late (66-74)</i>	
1 st place	Ian O'Shea 1971 Bronze Yellow
2 nd place	Stephen Hampton 1973 Red
3 rd place	Paul Tennison 1972 Orange
<i>Class G - MGB Rubber (74.5-80)</i>	
1 st place	Doug Fortner 1977 White
2 nd place	Larry Goodman 1976 Red
3 rd place	Jim Watson 1971 Red
<i>Class H - Spridget</i>	
1 st place	Jack Orkin 1974 Citron MG Midget
2 nd place	Scott McAllister 1968 Black Austin Healey Sprite
<i>Class K - Austin Healey 100 & 3000</i>	
1 st place	Jeff Warner 1956 Red/White 100
2 nd place	Allen Crisman 1967 Blue 3000
<i>Class M - Triumph TR3</i>	
1 st place	Ricky Crook 1960 Green
<i>Class N - Triumph TR4 & 4A</i>	
1 st place	Bruce Ammons 1965 White TR4A
2 nd place	Jesse Lehn 1967 British Racing Green TR4A
<i>Class O - Triumph TR6</i>	
1 st place	Ron Harr 1976 Amento Red
2 nd place	Steve Seward 1973 Mallard
3 rd place	Stephen Fitts 1970 British Racing Green
<i>Class Q - Triumph Spitfire/GT6</i>	
1 st place	Mike Flood 1969 Green Spitfire

<i>Class S – Jaguar Sports Car Class</i>		<i>Best in Show – Convertible</i>
1 st place	Rosie Dahl-Messer 1959 Black XK150	Rosie Dahl-Messer 1959 Black Jaguar XK150
2 nd place	Mari Leedy 1970 Ascot Fawn E-Type OTS	
3 rd place	Todd Phipps 1966 Black XKE	<i>Best in Show – Sedan</i> Graham Messer 1960 Blue Jaguar Mark II
<i>Class T – Jaguar Classic Saloon & Grand Touring Car</i>		
1 st place	Graham Messer 1960 Blue Mark II	
2 nd place	Gary Higbee 1958 Black & Silver Mark I	
3 rd place	Chris Schoening 1990 White XJS	
<i>Class U – Jaguar Modern Classic</i>		
1 st place	Michael Crowe 2014 White F-Type	
2 nd place	Pam Crook 2010 Green XF	
<i>Class Z – Britania</i>		
1 st place	Graham Messer 1960 Blue Rolls Royce	
2 nd place	Ron Ford 1970 Blue Morris Traveler	
3 rd place	Paul Batowsky 1970 Red Marcos GT	
<i>Class AA – Modified</i>		
1 st place	Mike Cook 1977 Silver MG	
2 nd place	Jim Unger 1980 Red Austin	
3 rd place	Ed Witt 1954 Black Austin Healey 100-4	

This was a bloody good time for everyone present. It shows the power of participation. I hope to see you all at future meets. In the meantime, stay safe and enjoy the ride.

Jack Spradling reporting

LETTERS TO THE EDITOR

It has been suggested that we have a "Letter to the Editor" section in our club's newsletter. This idea came to the editor from a club member in response to a recent article which appeared in the Oil Spots. The "Letter to the Editor" portion of the Oil Spots, is your opportunity to have your voice heard.

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No one has ever accused me of being a serious guy, but here is something that is worth sharing...

Webster defines a Sports Car as: A low comparatively small, usually 2-passenger automobile, designed for quick response, easy maneuverability, and high-speed driving. We all have our own definition of what owning a sports car is all about, and our own reasons for driving one. There has to be some reason that we spend enormous amounts of time and money (of which we couldn't possibly ever recover) on some aging example of British Motorcar engineering. Some people say it's because British Cars are fun to drive, or that they like to work on them, but the real reason goes deeper than that. Someone once said that "it's not that any of us really need a British Sports Car, it's that they need us so much". While it is true for myself, it is very hard to see a British Car restoration project residing in some back yard or garage without thinking what it would be like to see it returned to its original glory - as it should be. In fact, it's extremely hard to resist sometimes. But I think these cars also fulfill a basic need in us, and tell the world in general something about us as people. It shows that we are independent enough to work on the cars ourselves, and willing to take risks. And that we are not willing to conform to other peoples preconceived notions and conventions.

Also, I think that the act of working on these cars ourselves is somehow important. Pitting ourselves against the often neglected old warrior, to make it road worthy and beautiful again, is an essential ingredient in owning a British Car. The more skinned knuckles and sore backs received from working on a sports car, the more intrinsic value it seems to have.

Something about a British Sports Cars simple design, integrity, and character makes them appealing. And maybe by driving them, a little of that integrity rubs off on us. Their classic lines show that "their form is derived from their function", and they have a unique kind of beauty that's hard to equal. Very few cars made since that time period, have managed to attain the kind of reverence that these cars have received.

Their honesty reminds us of a time when things were a bit simpler. We are, in a way, guardians of that. By maintaining them, and continuing to drive them, we are somehow making sure that something important doesn't pass from this world. It's sort of like protecting a historic piece of art. Not locked away in a museum somewhere, but out on the open road where people can see it and be reminded of it. Maybe we can even hope to pass these cars on to future generations, and that they see what we do in them - so they won't be forgotten. All and all, there are a lot of different reasons for owning a British Car, and we each have our own. Of course, it could just be that they are fun to drive...

Author Unknown



