

January 2024 Edition

OIL SPOTS

A Newsletter of the Plateau British Car Club



THE PREZ SEZ

HAPPY NEW YEAR!

Tis' that time of the year when we look at our LBC in the corner of the garage and think of the things that we were going to do to it or with it in the summertime or begin to plan on what we will do to it this next summer, weather, finances and Moss permitting. If we own an MGB, we also hope that not ALL of the oil will leak out over its time in storage.

For those who missed it, the annual Christmas party was a great success. As usual, Forte's served great meals with generally more food than we needed but... it's Christmas! The Toys for Tots gift donation idea brought to us by Steve Garland was a hit with a bundle handed over to Santa that night.

Please reminder that January 4, 2024 is the deadline to submit nominations for club officers. See the newsletter elsewhere for details.

We are Looking for a volunteer to organize a "Dine Out" in February. Some place close at hand so we can get home early and avoid having to call a wrecker to start our LBC.

I'll end with some humor that a friend back "up north" sent that many of us can relate to.

"One minute you are young and fun. The next minute, you are turning down the car stereo so you can see better!"

"I generally don't go the extra mile. When I do, it's because I missed my exit."

"Just once, I want a username and password prompt to say; "Close enough."

-Tim-

MARK YOUR CALENDARS

Our first meeting of 2024
will be held on January the Fifteenth at 5:00 pm
at Ruby Tuesday's restaurant located at 2316 N. Main St.
Crossville, TN across from Lowe's.

This will be a very important meeting and a large attendance is encouraged. We will be electing a new staff of club officers which will include President, Vice-President, Secretary and Treasurer.

As of this time, we don't have a slate of candidates for these positions and volunteers are encouraged.

Also, two members-at-large positions are up for election to round out the board of directors.

Lookin' forward to seeing as many members as possible.

Thanks - Ed.

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

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.

0-0-0-0-0-0-0-0-0-0-0

The Membership Chair report.

The membership chairperson did not report for this issue. 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

0-----0

December Treasurer's Report - Edna Horony

The December 2023 treasurer's report is not available for this issue of the Oil Spots due to the treasurer having fled the country. The authorities have been alerted. Only kidding, the Horony's have gone south for the holidays. We'll see them again.

A little advice

If you decide to set on the floor of your garage to work on your LBC, ya better have a plan in place to get back up. Ask me how I know.



Happy 2024 Everyone
May the wind be in your hair and sunshine in your face and lots of miles with smiles along the way.



Dear Friends, as most of know by this time, the last of our club's founders has passed away. That would be Charles (Charlie) E. Bunnell. In June of 2008, with two other founders, Bob Thomas & Dick LeClair, they formed the PBCC with fourteen families and within two months the membership jumped to twenty-six families. These three gentlemen started what we have today. But this isn't about the PBCC, instead, it's about Charlie as we all knew him. He proudly served 25 years in the United States Air Force rising to the rank Chief Master Sergeant (CMSgt.) which is at the top of the enlisted ranks. Following his retirement from the USAF, Charlie spent an additional sixteen years at a civilian position in the USAF.

While Charlie was posted in Germany, he began racing an MG Midget and by that time the LBC hook was set. Since that time, he beautifully restored an MGTD and had been working on a Triumph Spitfire. Charlie and his lovely wife Pat made many friends in our hobby and I know that each one is proud to have been their friend. Charlie & Pat made gigantic contributions to our club and to our hobby. Let us all keep Pat and the family in our thoughts. If you need her contact information, please let me know.

Private Military graveside honors will be held at a later date with the family at Dayton National Cemetery. -Ed

Since adding carbon black to the rubber was an additional production cost, some tire companies added it only to the tread surface. This resulted in the first tire with a white sidewall quite by accident. The whitewall would later be refined, and it eventually transitioned to a strip of white rubber being added to the tire's all-black carcass during the manufacturing process.

Though the whitewall tire was not originally a fashion statement, this look caught on quickly, and became an affordable upgrade to most passenger cars. Starting in the 1930's most new car buyers could elect to spend a few extra bucks and have their car equipped with wide whitewalls, and this appearance package was popular for quite some time.

As tire and wheel size evolved through the years, the diameter shrank, while the widths grew slightly. And by the end of the 1950's, most American cars were rolling on 14x5-inch wheels, with the option to upgrade to tires with a 2-1/2-inch whitewall. In 1962, a major transition happened, as wild whitewalls were phased out of most regular car options, being replaced with one-inch whitewalls. These too, would eventually shrink to 7/8-inch, 3/4-inch, 5/8-inch and so on, until the whitewall all but disappeared in the 1970's.

BFGoodrich came out with a one-inch whitewall. This was a common tire for American vehicles from 1962 until 1964. At the same time, US Royal had a common Ford Mustang tire. It features a 5/8-inch whitewall. Coker Tire offers whitewall widths that range from 3/8-inch pinstripe whitewalls, all the way up to 5 inch wide whitewalls.

Auto manufacturers and tire manufacturers got creative in the 1960's and 1970's. Double whitewalls and even

triple whitewalls were common on luxury sedans like Cadillacs. This set them apart from your standard passenger car. Coker Tire is proud to offer authentic bias ply reproductions of these unique tires.

Certain makes and models kept the whitewall tire alive as an option, but this change in original equipment came at a time when aftermarket tire manufacturers were experimenting with new styles and designs. This was also a transitional time for tire companies, as the switch from bias ply to radial was happening across the country. By 1975, bias ply tires were all but phased out of American passenger car manufacturing, but European cars made the switch to radials much sooner.

The important thing to note is that antique car restorers were forced to use original tires since there was no source for vintage-style reproduction tires during this time. Coker Tire stepped into the picture and began purchasing discontinued molds and putting them back into production. Coker would continue producing bias ply whitewall tires for many years and supported the hobby with a wide range of sizes.

The collector car tire market changed drastically when Coker Tire introduced the world's first wide whitewall radial tire in 1994. This was a turning point for classic cars, hot rods and customs. This was a tire that offered the old school sidewall with modern radial construction. The tire featured a true whitewall radial construction, which required a revised mold and several additional steps in the tire building process, compared to regular blackwall passenger car tires.

The new tire availability in 1994 encouraged car enthusiasts to use wide whitewall tires, and Coker Tire

continued to reach the market with original and custom sizing and additional brands. Of course, Coker Tire still offers the authentic Firestone, B.F. Goodrich and other bias ply tires, but the radial whitewall tire market helped car enthusiasts get the nostalgic look without the finicky handling characteristics of a bias ply tire. It was a big breakthrough and part of the reason you see so many modern builds with wide whitewalls to this day.

Coker Tire hit another milestone in 2013 with the introduction of the American classic "bias look" radial tire. This tire is built to replicate the narrow tread design and piecrust shoulder of vintage bias ply tires, but offer the ride quality, safety and tread life of a modern radial. We offer it in nine sizes to fit 13-, 14- and 15-inch wheel diameters, giving us a wide range of fitments, from Corvairs to Cadillacs. Fitments also include hot rods, customs and classic trucks.

Initially, this tire was only offered in wide whitewall configuration, ranging from 2 inches to 3-1/4 inches wide. Thanks to customer feedback, there was enough demand to create the American Classic bias look radial tire in black sidewall configuration. Then, a few years later, the narrow whitewall version was developed in sizing to fit early to mid 1960's classic cars.

These tires pay tribute to the history of the whitewall tire, while also paving the way for the future of classic cars with reliable, safe and comfortable handling of a modern radial tire.

Who ever thinks of this kinda thing???

I guess I do cause I need stuff to fill a newsletter!!!!

I'd like to get to the Bottom of this!!!

One of my neighbors shared an item several days ago about a feature on his car that he hadn't really noticed before. Then this bothered me. Now, each time I get into my car, I see I also have that feature:

“REAR WIPER”

I'm afraid to use it. What does it do? What will it do? Will it hurt?

This is really scary stuff when you get right down to it. I'll bet from now on when you get into your car, you'll look for that feature and wonder if you should press the button and try it. ☹
Good Luck! -Ed

It has been suggested more than a couple times, that we make available to the membership a club roster for the sole use of the club members. No comments have been received as requested, so I'll proceed to make available a roster for the sole use of the paid membership. I will send this roster out for approval before it is published.

Thank - Ed

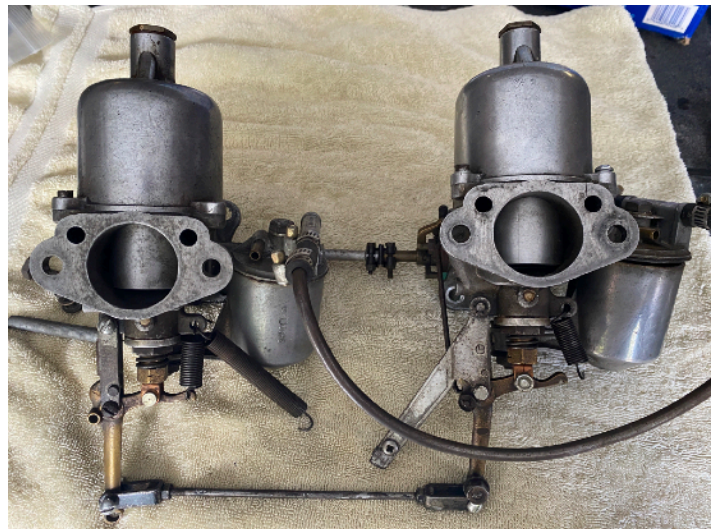
Club event ideas; a new feature of the newsletter. Be sure to share your favorite idea with the editor to include in this section of future Oil Spots Newsletters.

0---0---0---0---0---0---0---0---0---0

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 must 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. If you are successful using this section for selling, please let the editor know that your ad can be removed.

(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



It has been suggested that we have a "Letter to the Editor" section in our club's newsletter. The "Letter to the Editor" portion of the Oil Spots, is your opportunity to have your voice heard.

-XX-



Plateau British Car Club

On the thirteenth on December, our annual Holiday dinner was held at Forte's on the Square in downtown Crossville. We had the entire establishment to ourselves and the wait staff couldn't have been better. They did a splendid job of taking care of our needs. In addition, the nosh was outstanding and I personally intend to return soon. The attendance was light but respectable. Many wore their once a year holiday crazy attire. We were able to collect many gifts for the USMC "Toys for Tots" program which were delivered the next day.



Happy places, happy faces

