

September, 2025 Edition

# OIL SPOTS

*A Newsletter of the Plateau British Car Club*



## The Prez Sez

Well folks, another Rugby event has come and gone. Other than the heat, I thought it was brilliant. We may have been down some in numbers, but it was a great field. I worried a bit about the silent auction. We didn't seem to be generating much interest, but then in the last few minutes things exploded. I think we exceeded expectations. Congrats go to all the award winners but you were all winners in my eyes. You all helped to make this a great event. I, for one, thought it was more relaxed and laid back than usual, not quite so frantic.

Organizers will be meeting soon for a wrap up and review to see what we can do better and to discuss how to shape the event in the future. Ideas are welcome.

We are in the process of getting cars ready to drive to the next great event in Ooltewah in early October. The Chattanooga club always puts on a great show and it isn't to be missed.

Look forward to seeing you in Ooltewah but hope to see you sooner. Enjoy the road, live long and prosper, keep the rubber side down, and when winter finally, comes don't eat the yellow snow.

Jack—

**O**il 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 - 2025\***

[Jack Spradling](#) - President- [shadowfever@yahoo.com](mailto:shadowfever@yahoo.com) - 931.255.2040

[Pat Rainey](#) -Vice President - [dprainey@att.net](mailto:dprainey@att.net) - 256.486.8605

[Richard Lockhart](#) - Treasurer/membership - [rwlockhart54@aol.com](mailto:rwlockhart54@aol.com) - 865.548.9891

[Larry McDonald](#) - Secretary - [larry.McDonald53@gmail.com](mailto:larry.McDonald53@gmail.com) - 210.912.5546

[Dennis Rainey](#) - newsletter editor - [dprainey@att.net](mailto:dprainey@att.net) - 256.744.4909

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

[Pat Nielsen](#) - Cards & Flowers - [jann\\_nielsen@hotmail.com](mailto:jann_nielsen@hotmail.com) - 484.919.8090

### **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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**Life would be a mistake without LBCs....**

# A Dizzy Tech Session

The "dizzy" or distributor in our LBCs is an often misunderstood device in our cars and causes many to scratch their heads trying to figure out what's going on with it. A "distributor" is the device which distributes an electrical charge at the proper time to the combustion chambers of our cars, where a proper fuel/air mixture has already arrived and been compressed. That electrical charge arrives in the form of an intense spark to a spark plug to ignite that compressed fuel/air mixture and cause an explosion which expands in the form of hot gases which forces the piston down and in turn drives the crank shaft which in turn drives our cars forward. Lots of things have to happen in their proper sequence to propel us down the road.

This tech session discusses the "dizzy" and some of the events necessary to make all things happen for an end result of "happy motoring". The "go to" guy for all things "dizzy" related, is a fellow LBC guy who has made a successful business out of taking care of those things that we don't completely understand. His name is Jeff Schlemmer and he is the sole proprietor of his business which is called Advanced Distributors, LLC in Shakopee, MN. He has been in business specializing in precision rebuilds and repair of distributors for most vintage and collector vehicles, including all Lucas, Bosch, Prestolite, and Delco distributors. A rebuilt or repaired distributor from Jeff is most likely far better than a brand

new distributor from someone else. Jeff has been in business for 19 years with 19 prior years of research and practice. He exceeded the 25K rebuild mark last year and is still counting. He has solved many problems for many LBC people and others.

Now, for some tech info from Jeff; (The following words are from Jeff and are unedited. Due to the length of this "Tech Session", I've chosen to break it up into two issues. The next one will be in the next issue of the "Oil Spots". Enjoy....

## Tech FAQ

### Setting timing:

One of the most common questions I get: how to set timing to a figure that's not within the timing marks on my engine. The best answer is to upgrade to a dial-back timing light. The way they work is by entering your timing setting (such as 14 BTDC) into the timing light via a knob or buttons, then proceed to line up the TDC marks on the pulley. The timing light automatically offsets the light to take advantage of your existing TDC marks. Some engines like the TR4 only have marks for 10 BTDC, so if you want to set your timing to 14, you use the figure of 4 degrees at the light for  $10+4=14$ . Simple timing light, simple math. Most auto parts stores will loan you a premium quality light for free if you don't want to buy one.

### Spark plug wires:

Testing plug wires is as simple as using an Ohm meter. Google the process if you're unfamiliar or buy a copy of Rick Astley's electrical book based on

the MGB, but it carries over to all British cars. The fundamentals are good with any car. Plug wires operate their best with a resistance value below 5000 Ohms, preferably under 1000 Ohms per foot of wire. Resistance in the carbon brush inside your distributor cap should read zero Ohms. Zero Ohms in the plug wires is good, but having some resistance actually drives up the coil voltage, resulting in a hotter spark at the plug. More is not always better. Around 1000 Ohms per wire is the sweet spot that gives strong voltage while not stressing your tune-up parts into premature failure.

### **Ignition coils:**

All points type distributors need 3 Ohms of resistance in the coil's Low Tension (LT) circuit (the 12V circuit as opposed to the HT plug wire circuit at 12000+ Volts.) Think of LT/HT as low volt/high volt. You can run a 3 Ohm coil fed with battery/alternator/generator voltage or you can run a 1.5 Ohm coil with a 1.5 Ohm "ballast resistor" (meaning an external resistor) to equal 3 Ohms. They are additive. Some ballast resistors are ceramic and mounted on or near the coil, others are ballast wires hidden in the harness. Every 1.5 Ohms results in approximately a 2V drop at the coil, which you can measure with a volt meter if you are unsure if you have a hidden ballast wire. In the end, your points will be protected and will be reliable if you have 3 Ohms resistance in the LT circuit. Anywhere up to 4 Ohms is ok. You'll find many 3 Ohm coils actually measure at 3.4, and that number rises with temperature. Its ok. Just get in the 3-4 Ohm ballpark and you'll be good. Additionally, most ballast wires will be white with a colored stripe, versus straight ignition wires will have no stripe.

### **Advanced Timing:**

Getting your car to run its best will mean experimenting with timing. Don't believe what you read on the internet regarding timing. 32 degrees is not a magic number. No engine family has a magic number. What worked in the 60's no longer works, as fuel has changed WAY too significantly, even if you use premium non-ethanol fuel. It all has additives for EFI high pressure

pumps, anti-foaming agents, and cleaning agents for injector screens. Experimentation will result in finding the sweet spot where your engine runs its best. I like to shift timing settings in 3 degree increments and go for a drive. Your butt dyno should be able to tell you if there's a change of 3-5 hp, if you know your car well. Find the point of most power, without any audible signs of detonation or shift in engine temps (typically up). If you make big changes by adding more timing, you may also need to add more fuel to balance out the fuel mixture. A sign of lean fuel mixture would be rising engine temps and/or popping through the exhaust while maintaining cruise speed with a steady throttle position. Numerically low timing settings result in sluggish off-idle performance as well as warmer than normal coolant temps. High timing settings results in poor drivability displayed in many different ways but usually a general loss of power over the entire rpm band.

### **Using an Air/Fuel meter:**

Adding an oxygen sensor and gauge to your car has become inexpensive and is a great option for tuning your mixture precisely. I recommend a temporary install such as Innovate Motorsport's tailpipe clamp for \$80 in addition to their LM-2 system or many other portable options on the market. All of these systems have some level of skew, so the readings are guidelines – different for every car but there are some generalities. Typically, all testing should be done in a safe place, at WOT (wide open throttle). A good place to be for a non-boosted car is 12-13:1 AFR (air fuel ratio) during WOT use only. Some engine prefer the low side, others the high side, with variations for compression, carbs of choice, air velocity, port efficiency, etc... The trick is to experiment enough to find where your car runs its best and document those settings. This is dyno technology for the street, at a lot less than \$100 an hour investment. The tailpipe clamp means you can tune all your cars, friends' cars, club member cars, etc... Generally speaking, idle will land around 13:1 on a "wet manifold" car, meaning a carb will spray fuel into the air present in your manifold, unlike EFI where most systems leave the manifold dry and fuel is sprayed directly into the cylinder head. Your modern car may show a constant 15:1 AFR, due to the fuel injection placement, much more efficient at utilizing fuel than a carb. I've found that your idle mixture is correct when it doesn't have a stable display – it will bounce from 12.5 – 13.5 in a way that allows you to see each exhaust pulse and some reversion between the pulses



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# **Proposed Schedule of Events - 2024**

**(Listed in chronological order)**

- Cruisin' out of Summer - All Marques - Saturday 09/13/2025\*\*
- Hwy. 55 Car Show - All Marques - Third Sat. of ea. Month\*\*
- "Brits at Cambridge" - October 4th, 2025 - Details TBA
- Monkey Town Brewery/Cafe' - Dayton - Details TBA

We will add to and update this schedule as and when we have additional events or changes to the schedule. We are, after all, a driving club and as with driving, sometimes ya have to make turns.

## **Making Contributions to the *Oil Spots***

**Your stories, photos, tech tips, questions and anything LBC or PBCC related are always welcome in the *Oil Spots*. Please make your contributions to the editor by the 20th of the month preceding the issue in which you would like to see them appear. You may email them to Dennis Rainey at [dprainey@att.net](mailto:dprainey@att.net).**

The *Oil Spots* is the official newsletter of the Plateau British Car Club. It is not the only form of communication that the club is using, nor should it be. Its purpose is pretty straight forward as it is intended to keep the membership abreast of what's going on within the club and to provide a measure of entertainment. Another widely used form of communication is the club's web site and its function is very similar to the newsletter. It is an excellent method of checking event schedules and related information. The third method being used by the club is the mass email announcements which you receive periodically. Once again, this method is used to alert the membership to changes in schedules and to act as reminders of events about to take place. All three methods overlap considerably, and all three have their needed place. Please make sure that you use of all three of these methods and you won't be left behind.—Thanks, Ed.

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.

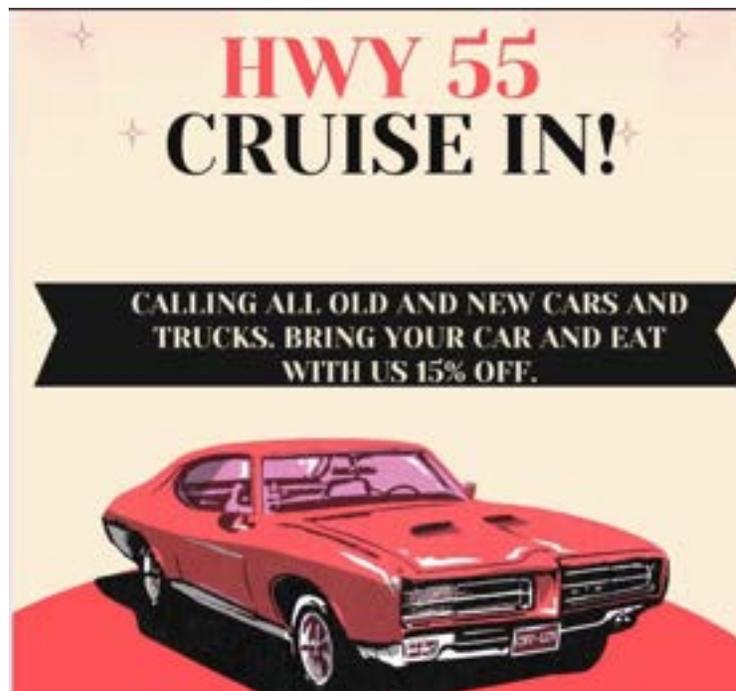
If you are successful using this section for selling, please let the editor know that your ad can be removed.

## FOR SALE

### 1986 Jaguar XJ6 Vanden Pla

- Desert Sage Metallic paint/biscuit leather interior. Paint is original to car.
- 55,xxx original miles.
- 3rd owner since 2012. Texas car from 2012-2021. Always garage kept.
- Clean Carfax. Receipts since new.
- Hagerty insured value number 2 condition \$26,100.
- My asking price is \$24,500.
- Contact info: Bill Hirschey. Phone: 512-944-4531.





This is a continuing event held every 4th Sat.  
of each month thru the summer months from 2pm - 6 pm.

It's open

to all marques and participants are offered a 15% discount on food  
purchased during the event.

The address is 2192 N. Main St., Crossville, TN  
Let's do this and make a good British Car showing

**X-X**

The other day, I saw a car being driven by a sheep in a  
swimsuit...

It was a Lamb Bikini

(please don't unfriend me)



FAIRFIELD  
*Glade*  
10th Annual

**FREE  
to Public**

# Cruisin' Out of Summer



**PARKING**  
available at  
The Center &  
CMC Wellness Complex.



Find us on  
Facebook

Dave Kirk  
Chevrolet

ZURICH  
HOMES  
exceptional by design

**All Makes & Models Welcome -- NO Entry Fee!**

**Saturday**  
September 13, 2025  
12:00 P.M. - 3:00 P.M.  
*at the*  
**Square in  
Fairfield Glade, TN**  
(intersection of  
Peavine Rd & Stonehenge Drv)

*Peoples Choice Trophy  
Participant Trophies for*

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**Best GM (non-Corvettes)  
Best Ford  
Best Mopar  
Best Import  
Best Corvette**

**Numerous Raffle Drawings (proceeds to charity)**  
**Music - Food - Cars - Bake Sale** (including K9 treats)

<https://plateaucorvetteclub.com/>

Fairfield Glade Info - 931-484-3722

## **Brits at Cambridge**

This year the Southern British Car Club will be hosting their event at Cambridge Square in Ooltewah, TN. This is a beautiful venue with numerous shops and restaurants. The entire square is closed off to outside traffic during our show adding to the safety and enjoyment of the day. The information included below will help you to come to the show and enjoy the day.

**Registration Link:**  
**[Southern British Car Club](#)**

### **Event Schedule:**

**Friday Welcome Reception:** To be held at the host hotel, October 3, 6pm to 8pm, hors d'oeuvres, deserts, and soft drinks provided. No charge but please RSVP on the pre-registration form

**Saturday October 4 :** Registration – 8am to 11am  
Show - 10am to 1pm  
Valve Cover Races – 12pm  
Ballots placed in cars: 11am, Awards – 2pm

### **Lodging:**

**Springhill Suites in Ooletwah, TN** - We have a negotiated rate of \$169 (plus taxes and fees) for show participants at Springhill Suites. This is a very nice hotel located 5 minutes (2.4 miles) from the show site. There are a very limited number of rooms available at the price so reserve as soon as possible. Other hotels in the area which are a similar distance from the show site:

**Springhill Suites**  
**[Springhill Suites, Ooletwah](#)**

**Holiday Inn Express Ooltewah**  
**[Holiday Inn Express](#)**

**Hampton Inn Ooltewah**  
**[Hampton Inn](#)**

## Another One in the Books

Return of the British Car Show/gathering in Rugby, that is. The 14th annual event for our club has come and gone and by any and all measures was another success. Some very preliminary numbers indicate that we had 56 cars in attendance. The income generated and donated to Historic Rugby Inc. (HRI) has yet to be determined but will be in the coming days and then reported here in the next issue of our newsletter.

The temps were **HOT, very hot**. We'll work on gettin' the AC fixed for next year.

We were treated to a little something extra during this year's gathering. We did get a heads up that there was to be a police escort for 85 motorcycles coming thru Rugby for a charity event of their own. That happened close to noon during our show and most of our show goers stopped and watched and waved. There were a number of Morgan County Sheriff Dept. escorts there, too. Don't know if anyone got any pics or not. If ya did and would like to share them, maybe we could get them into the next newsletter. Wish that I could include them all in this issue, but here are some pics of our gathering. Look for more pics to be posted on the club's website soon. [PCBBTN.org](http://PCBBTN.org).



There was one first time attendee who left a nice little comment about the show/gathering who happened to win the award for 1st in Class and Best in show for his car pictured below.



“Thank you Plateau British Car Club for the outstanding show. I am rather new to car shows, and was totally taken aback by the kindness and friendliness of this fine group of people. You made me feel, as a first timer, absolutely welcome, and I have never seen, in one place, such a beautiful group of fine automobiles. Even though Rugby is nearly 100 miles away (driven on a very hot day, in a very hot little auto) I was thrilled every moment. Thank you for a momentous event.” Gregg Kilburn

In addition to the main event held on Saturday, the fun began for many, on Friday the day before. There is a lot of activity involved in the preparations of an event such as the “Return of the British” car show/gathering. After a good day of work by many folks who volunteered their time and energies, we were treated to a late afternoon of food, hot dogs & hamburgers and all that goes with it and then followed a bit of Irish Road Bowling. This is always a well attended event involving rolling balls down a road which might appear to some to be a bit crazy but the fits very well. Following the road bowling, we enjoyed a couple of hours of live music in front of the almost complete new restaurant. Then, for most, it was off to bed to get ready for the next day of car show, silent auction, good food vendors, tea setting display and some shopping around Rugby. It’s hard to put a number on the total attendees as we haven’t found anyone to go around and count noses, but it seems we had a very well attended event.

Bottom line - it was another great car show/gathering and some of the planning for the 15th annual “Return of the British” has all ready begun.

Cheers - Ed



# Cars & Pancakes

What'a nice combination. That's what happened on Saturday mornin' the 30th at the Hwy. 55 restaurant on North Main st. in Crossville. It was open to all marques and the turn out was very good for an early mornin' gathering. Our club was well represented with seven cars showing up. The total number of cars in attendance was around twenty-five included a beautifully restored fire truck with a functional siren and a Dalmatian.

Several of our members voiced that they would like to do this type gathering again. We'll plan on it. Below are a few pics from the event.









This one isn't quite British, in fact, I don't know what it is. Anyone have a guess?