



November, Thanksgiving 2025 Edition

OIL SPOTS

A Newsletter of the Plateau British Car Club



The Prez Sez

The weather is finally turning cooler and we are pretty much out of events until next year. Well, other than our annual Christmas party in December. But that doesn't mean we have to park the LBCs just yet. There is still a lot of driving we can do prior to packing them away for the winter.

This has been a pretty busy month. A great show in Ooltewah put on by the Southern British Car Club and the British Car Show in Brentwood the following weekend put on by the Nashville British Car Club. Add to that our last quarterly meeting of the year and, that just took us halfway through the month. Hope to get a couple of more gatherings before Halloween.

Looking forward to seeing everyone in December and, hopefully, a few between now and then.

Remember, as Broderick Crawford said, "Leave your blood with the Red Cross, not on the road." Until next month, enjoy life and be safe.

Jack—

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 - 2025*](#)

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

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

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

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

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

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

[Pat Nielsen](#) - Cards & Flowers - 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.

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

You can't expect a child who grew up with Hot Wheels, to be content with owning just one vehicle at a time as an adult.

WINTER STORAGE TIPS

(While John's article is written for the MG owner, nearly all of his advice and information is valid for your Triumph, Austin-Healey, Jaguar and most other British cars. —Ed.)

Ask a dozen MG owners how they store their MGs and you will receive a dozen different answers. Methods range from abandoning the MG under a tree in the front yard, to complex routines involving raising the MG off the ground and removing the seats. There is not a "proper" method, as each owner has slightly different considerations and requirements—yet there are some basic rules to follow in any storage procedure that will lessen the probability of damage during storage. In addition to the normal freezing precautions, some thought must be given to location, access, traffic around the stored MG, humidity, etc. It is important to develop a plan that you can follow easily and that you can implement before winter shows its cold fury.

Basic Rules;

Freezing temperatures require a 50/50 solution of antifreeze and water to prevent the coolant from freezing in the engine block, radiator, or heater. A full tank of gasoline reduces the amount of water that can be absorbed in the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces the etching caused by dirty, contaminated oil (which actually can become acidic). Topped off master cylinders reduce the possibility of water contamination.

Store the MG with the hood (top) up, and windows and vents closed. The folding hood (or soft top) can develop nasty creases when left folded throughout the winter. Closed vents and windows make it more difficult for small furry creatures to foul or devour parts of the MG. It's always nice to clean the MG's interior prior to storage—discarded bottles and cigarette butts do not enhance the interior bouquet.

Ensure that the boot (trunk) is dry. The boot seal is not always positive and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders about the boot area. The underbonnet (engine-bay) is easily protected by discharging an entire can of WD-40 or similar product on all the engine components, especially the bright metal or aluminum parts (carb, coil, anti run-on valve, etc).

Finally, take the MG on the last run of the season, allowing it to heat up fully—a half hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not use the MG until spring, it's necessary to remove the battery to prevent freezing. Should the battery burst, sulfuric acid will cover everything around the battery area. If you cover the MG, use cloth, never plastic.

Storage Considerations;

Consider the following questions and make your own storage plan from these concerns:

- 1) Location—Will the car be stored close to home or in a barn forty miles distant? Will the MG be stored inside or outside?
- 2) Access—Will the car be locked in a building to which you will have little or no access to, or will it be available every day? Will it be possible to drive your car during the winter or will it be positioned in the corner of the garage?
- 3) Traffic—Will the car be isolated from movement, or will the family Vista Cruiser discharge four energetic, sometimes careless, children who will open doors against it?
- 4) Humidity—Will the storage area be very dry or will there be a puddle of melting snow forever swelling under the car?
- 5) Temperature—Will the storage temperatures be room temp, just above freezing, or dead cold?

6) Animals—Will the family cat use the soft top as a springboard, will Fido jump against it, are there furry rodents that may use the car as a hotel or find the leather seats tasty at mealtime?

7) Owner Maintenance—Will you really have the opportunity, inclination, time, and resolve to visit your car every week or month?

Insurance, even on your stored car, is a MUST! Always keep a theft/damage/vandalism/fire policy in effect. Cars are stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your car or worse; and fire is always a possibility. This type of insurance is very inexpensive and you simply cannot afford to be without it. Be certain to establish the value of your car with the insurance agent before the loss! In addition, make sure as well to properly maintain your garage doors to protect against thieves, as well as to keep your belongings safe. You may contact a garage door repair specialist for routine maintenance of your garage door. If it's time to get a new, more secure garage door, contact a local [garage door installer](#).

System Protection;

1) Engine: Fresh oil is usually adequate protection for several months of relatively dry storage. If the MG is going to be stored longer, or if the humidity is high, then the engine should be started at regular intervals and allowed to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from a normal oil can). Before replacing the plugs, turn the engine over slowly—by the crank in the earlier models, or pushing while in fourth gear—as this will move the oil throughout the head, pistons, and valves. Covering the tailpipe outlet with duct tape prevents moisture from entering the exhaust system, as tape over the air cleaner inlets keeps moisture from the carb internals and the cylinder head.

2) Ignition: Normally there are no preventive measures, but if the MG is going to be stored for several years, the distributor cam should be oiled.

3) Cooling: The 50/50 solution of glycol antifreeze and water is usually all the attention the cooling system receives. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.

4) Fuel: If the MG will be in storage for just the winter, then the full tank of gasoline, perhaps with the addition of a can of “dry-gas”, will be satisfactory. If the storage will be longer than a year, then draining the float bowls to prevent a buildup of varnish would be wise. Here we have a predicament: gasoline purchased years ago seems to last forever; gasoline purchased today goes bad after a year or so, if you do leave the tank full, it may be necessary to completely drain it if the storage time is longer than a year.

5) Clutch: Two problems can occur in long term storage: the clutch hydraulics can leak: and the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal on a regular basis can help these situations from happening. Damp storage is a real problem with the clutch and can aggravate this rusting. If the MG can be started, then a short fore and aft movement, using the clutch, is just super.

6) Suspension: Winter storage causes no problems with the suspension. Very few MG owners place their MGs on jacks for the winter—but if you do, place the stands under the outer portion of the front A-arms and under the leaf springs where the U-bolts surround the axle and spring. This is to keep the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps. If the MG is placed on stands, then reduce tire pressure to 10-15 lbs. Whether on stands or on the ground, be certain to move the MG once or more during storage—as little as a foot—just to keep the bearings from rusting.

7) Brakes: Rolling the MG back and forth will prevent the brake pads from rusting to the rotors (just as the clutch disc can rust to the flywheel). Pumping the brake pedal on a regular basis will keep the cylinders from freezing up. Some owners back off the adjustment on the brake drums so that there is no chance of the shoes rusting to the drums—and so that the cylinders move further while the pedal is exercised. The handbrake should be exercised, too. Rapidly working

the handle up and down can prevent the cable or linkage from freezing in position.

8) Batteries: No battery will hold its charge forever. Further, when the charge of the battery is reduced far enough, the electrolyte can freeze, cracking the case and ruining the unit. If the MG is stored in freezing temperatures, then it must be started as frequently as every two weeks (at least once a month, please) or the batteries must be removed. Battery removal can be avoided by an occasional trickle charge, but the alternator should be disconnected before charging. On the 1977 and newer MGBs with the electric clock, remove the bottom fuse in the fusebox, which will stop the clock from working and eliminate that drain (albeit very small) on the electrical system. Next to the coolant in the radiator, the batteries are one of the two most important considerations in winter storage.

9) Body: To prevent oxidation or scratching, the MG should be covered with a cloth mitten. Plastic is NOT suitable. Plastic does not allow the paint to breathe, hence allowing condensation and rusting. If the MG is stored in a heavy traffic zone (the family garage, for example), then some additional protection is in order. Thick cardboard, a suitable supported piece of wood, or even an old mattress suspended from the ceiling will prevent damage from winter tools and car doors. If the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protection (such as a thick blanket) is in order. Humidity is the body's enemy. Every effort must be made to keep water from under the MG. If the storage is outside, then snow must be kept from piling up against the sides, preventing the flow of fresh air to the undercarriage. Some owners have found that by parking the MG on a large sheet of plastic, the humidity from the cement or earth does not reach the underside of the MG.

10) Interior: Extreme dryness can cause leather seats to contract and crack. It is wise to prepare the leather with a compound to keep the hide supple. If there is a chance of rodents getting into the car, they will nest in the seats, eat the carpeting, and eventually eat the insulation from the wiring! Close off access to the interior by keeping

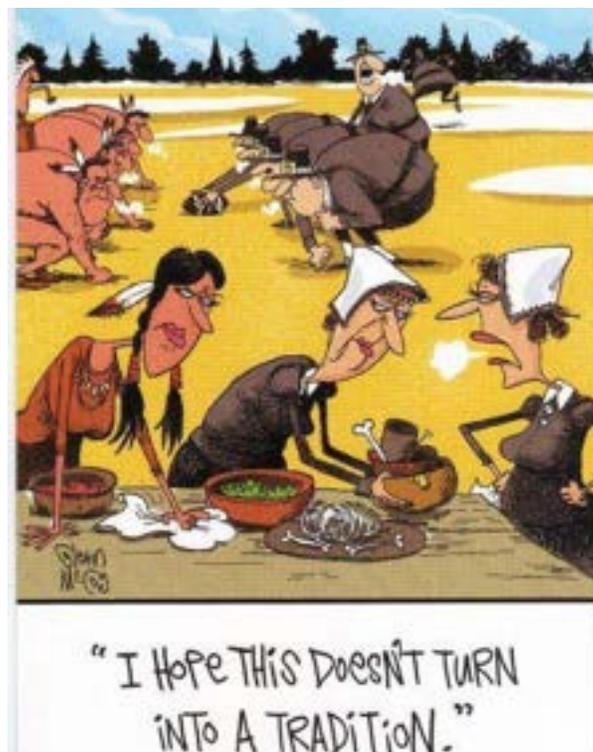
the vents and windows tightly closed and the top up. If there are small spaces through which Mr. Mouse can gain access, close them off with tape or rags. Some owners remove their seats prior to storage. A dish with mothball flakes or pellets usually dissuades the mice. Use either the old fashioned tried and tested naphthelene or the new paradlchlorobenzene.

By John Twist, University Motors

Grand Rapids, Mi

Plateau British Car Club Merch

We are very happy to announce that we now have our own PBCC merch where members can shop for and order directly and individually from the supplier. Here is the link to [Bits of Triumph](#), which is the website for our own page of PBCC merchandise. The offering at the moment is limited. But, if you should see something from one of the other club's store, that item should be available to PBCC members with our club logo. Once you've made it to this website, click on the link at the top and then scroll down to our club. This link can also be found on our club's website at [PBCC TN.org](#). Happy shopping - Ed.



Schedule of Events - 2025

(Listed in chronological order)

- PBCC Annual Christmas Dinner - Details TBA
- Hwy. 55 Car Show - All Marques - Third Sat. of ea. Month**
- 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.

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.



HWY 55 CRUISE IN!

CALLING ALL OLD AND NEW CARS AND
TRUCKS. BRING YOUR CAR AND EAT
WITH US 15% OFF.



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

A Thanksgiving Spin in a British Machine

On crisp autumn roads where the wild geese fly,
Beneath amber trees and a pumpkin pie sky,
A Triumph or MG, with chrome shining bright,
Purrs like a cat in the soft fading light.

With stuffing and stories, the table was grand,
But now it's the wheel I hold in my hand.
Through winding old lanes where the hedgerows lean,
I give thanks for roast dinners—and my sleek British machine.

Grateful for kin, for the feast, for the cheer—
And for engines that growl when the cold winds draw near.
So here's to fine carbs, both edible and fast,
May the gravy—and petrol—forever outlast. - AI



There was a professor who one day decided to clone himself. He did a pretty good job but the clone had one major defect. He was an exact copy of the professor but he cussed all the time and everywhere he went. The professor tried everything he could think of to correct this problem but was unsuccessful. The professor's colleagues warned him that his clone was destroying his status and reputation as people didn't know that it was the clone cussing and not the professor himself.

The professor finally decided that he was left with only a dreadful solution. He took his clone out to a cliff by the seaside and pushed him over. However, there was a guy who saw the whole thing and went to the cops and turned the guy in. The professor was arrested and put in jail and charged with making an obscene clone fall.

Hey, I needed something to fill some newsletter space.
-Ed.



Two Area All British Car show Reports

Jack Spradling

The weekend of October 4th found several of us traveling to Ooltewah, Tennessee for the Brits at Cambridge car show sponsored by the Southern British Car Club. Though the weather down was quite chilly and, for some, very foggy, it was still a beautiful drive and well worth it once we arrived.

My brother Steve and I drove down on Friday, me in my '52 TD and Steve in his '80 MGB. We both made it over the mountain without issue and rolled into Ooltewah well before the town began filling up with LBCs. We stayed at the SpringHill Suites by Marriott who gave us special room rates thanks to arrangements made by the hosting club. The rooms were spacious, well appointed, and very comfortable. The hotel also has a great bar, decently priced food, and a pretty well appointed breakfast bar which was much better than the "continental" offerings at many places. There is also a nice gym for those who are so inclined.

There was a meet and greet dinner Friday evening which was well attended. Food was plentiful and delicious.

On Saturday, the day of the show, the weather was gorgeous. Sunshine but mild temperatures blessed us all day. The show itself was held in Cambridge Square about a mile from the hotel. The venue was perfect for a car show. There is a village green in the center where the podium was set up. There are nice restrooms on the green and in the surrounding buildings. There were no food trucks because they weren't needed. There are several excellent restaurants in and just off of the square offering a variety of food choices. The square itself was closed off to other traffic and we had plenty of well organized parking for our cars. I don't have an exact count but I believe there were, in the neighborhood of 60 cars. Of course we had the MG's, Triumphs, and Austin Healey's present, but we had some exotica as well. Jaguars were well represented with several older, close bodied, luxury models. There was a Bentley, nice Jensen Healey, and a Jensen CV8 (which I had never seen before) were also in attendance. There are a number of

photos and some videos of many of the cars on both the Plateau and the Southern British car club web pages.

The Southern British Car Club has been hosting this show for, I believe, about 40 years. They have it perfected. You couldn't ask for a better organized or more welcoming event. This is definitely on my calendar for next year. For those who didn't make it, try to do so in the future. You will not regret it.



The weekend following the show in Ooltewah found us in Brentwood, Tennessee at the Holy Family Church on Crockett Rd. for the annual British Car Show hosted by the Nashville British Car Club. I believe there were about 70 cars in attendance.

There were MG's in various models: TC's, TD's, TF's, MGA's, and MGB's. Triumphs were represented by TR3's, TR4's, TR250's, TR6's, Stags, and Heralds.

There were Austin Healey 3000's, 100-6's, and Sprites. Jaguar, Morgan, Bentley, Rolls Royce, Sunbeam, and a beautiful unrestored 1934 Riley Lynx was also present. Photos and videos are on our Plateau Facebook page.

There was a food truck serving British specialties and a coffee truck that put the big famous coffee houses to shame.

Weather was wonderful, atmosphere was laid back, and everyone felt like old friends, even when meeting for the first time. There was a large pavilion with shaded picnic tables and restrooms.

This is another show that is well worth attending.
- Jack



Plateau British Car Club Quarterly meeting
October 16, 2025

Grandy's Bar & Grill (Crossville, TN) hosted an informal gathering of members, beginning at 5:00 pm. Fellowship was enjoyed by those in attendance, prior to the meeting's official start at approximately 5:37 pm.

Welcome:

President, Jack Spradling opened the meeting with a welcome to the 25 members in attendance. Jack also announced that Pat Nielsen was unable to attend due to illness, asking that she be kept in our thoughts for a speedy recovery. Motions were made and seconded to dispense with the reading of the previous meeting's minutes and Treasurer's report. New members were recognized: Cathy & Rex Baker (1973 MG MGB) and Ed Degnan (1990 Jaguar XJS) Welcome!

Old Business:

- Jack provided an update on the class awards for next year's Historic Rugby British Car Show, explaining that classes always are created based upon the pre-registrations received. Those marques/models on the show field not in a "recognized" class will be placed in the "British Other" class for voting purposes.
- Buzz Merchlewitz, who worked the car show registration table at this year's Rugby event, suggested that registration be moved closer to the show

field. Many members were in agreement. Jack suggested that registration be moved near the restaurant. Dennis Rainey was in agreement.

- Jack provided a brief recap of two recent British car events: Brits at Cambridge 2025 hosted by the Southern British Car Club of Greater Chattanooga (October 4th, Ooltewah, TN.) and the 31st Annual All British Car Show hosted by the Nashville British Car Club (October 11th, Brentwood, TN)

New Business/Upcoming Events:

The date and location of this year's Holiday Party was discussed. The consensus of those in attendance was that either Wednesday, December 10th or Friday, December 12th at Grandy's Bar and Grill be pursued. Vice President, Pat Rainey stated that she would approach the restaurant manager and Dennis would send out an email to the membership with the details.

No other business was discussed. Hearing no further discussion, Jack asked the attendees for a motion to adjourn. Mari Leedy so moved, Edna Horony seconded, and the motion was approved at 6:03 pm.

Respectfully submitted,
Larry McDonald PBCC Secretary

