

May, 2026 Edition

OIL SPOTS

A Newsletter of the Plateau British Car Club



The Prez Sez

Seems I went to sleep at the end of winter and slept through spring. Summer appears to have come this year with very little transition. I'm fine with that. It means some serious driving that much earlier in the season.

We had our first event, the April Fool's Bash, at Sky Ranch in Knoxville. A great event with some incredible food. Had about 90 people show up and we had a good British car turn out though several people drove their "normal" cars due to threats of severe weather. As it turned out the storms held off and weather for the event was perfect.

We followed the Bash, a few days later, with a drive down to Dayton, Tennessee to visit the Monkey Town Bar and Grill. We met up at the Dollar General in Crossville and drove as a group of about 10 cars. Dayton is a scenic little town and site of the Scopes Monkey Trials in 1925. Though we saw no monkeys I was impressed with the food and beverage options on offer at Monkey Town. There is a lot to see and do in the area that we weren't able to experience on this trip. But, I am planning an overnigher (or two) in the near future, if anyone is interested.

Of course, coming up on the weekend of May 9, we have Springtime in the Smokies at our new venue. I hope everyone has registered and made reservations. Going to be a lot of fun and another opportunity to share our love of all things British cars.

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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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 [PBCCTN.org](#). Happy shopping - Ed.

NOTICE

If you were part of the Plateau British Car Club in 2025 and haven't yet renewed your membership for 2026, we strongly encourage you to do so. We're already in the planning stages for numerous exciting activities throughout the upcoming year, and you wouldn't want to miss out on the fun. Keep an eye out for the 2026 calendar of events, which will be available soon on the club's website and Facebook page.

For new members or those returning after an absence, please visit the club's website ([PBCCTN.org](#)) to download the application form. Complete the form and send it, along with the annual membership dues of \$25 USD, to the PBCC Treasurer, Richard Lockhart, at the following address:

Richard Lockhart -7809 Gracemont Blvd., Knoxville, TN 37938

Make the check payable to the Plateau British Car Club.

Thank you for your continued support!

Schedule of Events - 2026

(Listed in chronological order)

- PBCC 2nd Qtr. Meeting - Las Margaritas -see details below
- Springtime in the Smokies - May 9th, 2026
- PBCC Fish Fry - June 11th, Roaring River Park in Gainesboro **TBA
- Father's Day Car Show - June 21st. at Bristow Rd Winery
- Return of the British - Rugby, Aug. 22nd **TBA
- Hwy. 55 Car Show - All Marques - Third Sat. of ea. Month
- Brits at Cambridge Square - Oct. 2nd & 3rd, Ooltewah, TN**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.

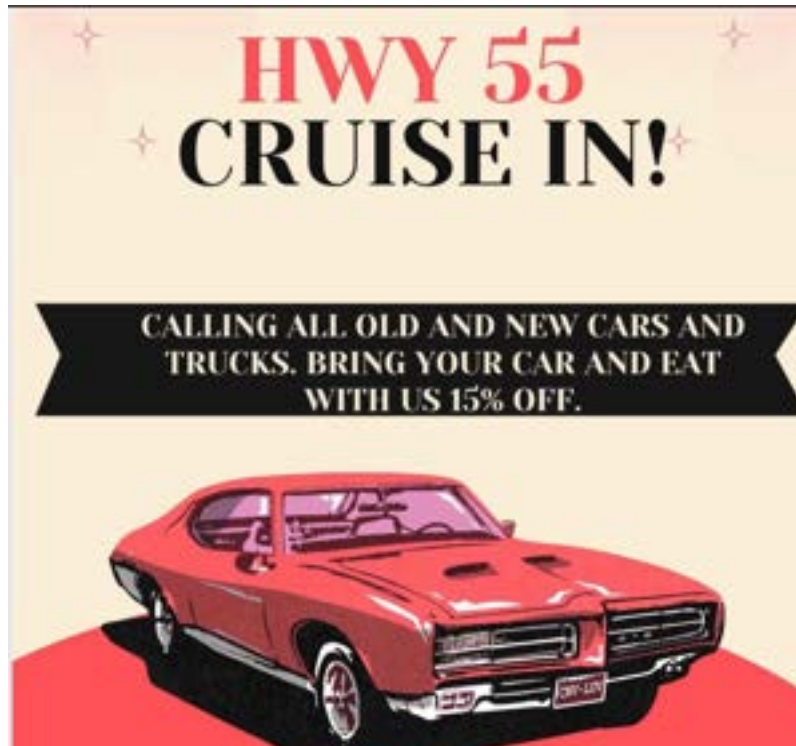
This section of the Oil spots can be used by our members to advertise items they may no longer need or want. If you've decided that car must go or you've decided to clean out your garage for example, here is a place you can let the rest of the world know. If you are trying to find that elusive part or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

FOR SALE

Maroon exterior paint, 1 respray good condition; Black interior, very good condition; Black top, very good condition; 4 cyl. 1800, 32/36 Weber Carburetor conversion; Stainless steel exhaust system; 4 speed w/overdrive (on 3rd & 4th gears); Michelin all season radials MX4 (185/70x14), installed June 2022; 4 – 14x5½ Mini lite alum wheels; 76,667 miles showing on the odometer; Recent oil change w/ filter and greased suspension; Transmission and differential fluids checked and topped off as needed; Brakes inspected and adjusted; Lights, brake lights and turn signals work. Please contact Jim Watson at 865.599.4305 or spridget52@gmail.com for details.

No trades. Reasonable offers considered.





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.



A Brief History British Sports Cars

Have ya ever wondered how this hobby of ours evolved into what it is today and where its going? Hopefully, this little article might shed a little light on the first part, maybe.

Although the British sports car gained prominence and solidified its place in global consciousness shortly after World War II, the

groundwork for its success was laid during the 1920s and 1930s. During this period, the British automotive industry made a deliberate effort to produce automobiles that offered sporting performance at an affordable price. In a time when most vehicles were beyond the reach of the average family, companies like Riley and Alvis introduced models designed to cater to the needs of enthusiastic car enthusiasts.

Following these pioneering efforts, MG introduced its first genuine sports car in 1923, built on a Morris chassis. This was followed by a series of capable sports cars in subsequent years, which established the archetype for the marque and the industry. These primitive vehicles featured open two-seat bodywork and minimal weather protection, yet they boasted highly tuned engines that provided performance comparable to the more advanced and expensive European competition. In essence, MG soon found itself joined by AC, Invicta, Morgan, Singer, Sunbeam, Triumph, and SS-Jaguar, among others, all of whom introduced models that enhanced the basic roadster formula by incorporating increasing amounts of performance and handling. Despite facing stiff competition from renowned marques like Alfa Romeo, Bugatti, and Mercedes-Benz, British sports cars achieved remarkable success in international racing and rallying competitions in the years leading up to the war. They often emerged victorious, despite their more simplistic construction and lower cost.

During World War II, numerous American armed forces personnel stationed in England became acquainted with these delightful machines, often driven by dashing RAF fliers. After the war, they brought their affection for them back to the US. Although the UK had largely escaped widespread destruction that ravaged France, Italy, and Germany, the British were burdened with a massive debt from the war and needed hard money to service its Lend Lease payments to the US. To rebuild its economy, the

Board of Trade encouraged domestic manufacturers to 'export or die' to generate the funds necessary for England's survival.

Among the first manufacturers to emerge on the postwar scene was MG, with its iconic TC model. This was essentially a lightly revised version of its immediate prewar predecessor. Despite reaching America in limited numbers, it paved the way for millions of other similar cars to follow, setting the stage for a lasting love affair between American and British cars (LBCs) that continues to this day. Shortly after the MGTC, Jaguar introduced the XK120, an open two-seater roadster that received almost universal praise and firmly established itself as the finest sports car in the world. This set the stage for even greater success in the showrooms and racetracks in the days ahead.

The remarkable success of Jaguar and MG caught the attention of their rivals, resulting in a surge of British sports cars entering the American market. While not all the various marques achieved immediate success, such as the Austin A90 and Sunbeam Alpine, which seemed to garner indifference, later models from Austin-Healey and Triumph emerged as some of the most legendary sports cars ever produced. Smaller firms like AC, Allard, Aston Martin, Bristol, Daimler, HGR, Frazer-Nash, Morgan, and Swallow also contributed to the mix, solidifying Britain's position as the world's largest car exporter.

Throughout the 1950s and 1960s, the leading British manufacturers, including Austin-Healey, Jaguar, MG, Sunbeam, and Triumph, continued their streak of success. This was further bolstered by the introduction of more affordable models like the Sprite, Spitfire, and Midget, as well as world-class competitors such as the Jaguar E-type, Lotus-Elan, and the Austin-Martin DB Series. As we transitioned into the 1960s, British sports cars became less technically complex compared to their European counterparts. While European manufacturers were adopting advanced features like overhead camshaft engines, alloy engine

construction, four-wheel disc brakes, and 5-speed transmissions, British sports cars offered an almost unbeatable combination of performance and affordability.

American regulations, spurred by Ralph Nader's 'Unsafe at any Speed', severely impacted British sports cars in their most crucial market. The Federal government enacted increasingly stringent safety and pollution regulations, forcing AC, Austin-Healey, Bristol, Daimler, Morgan, and Sunbeam out of the North American market. Simultaneously, British Leyland struggled to meet the rising demands of these rules, often opting for cost-efficient solutions without regard for the cars' appearance or performance.

Compounding the situation was a shift in consumer preferences towards more capable and functional sports coupes, away from convertibles. This opened the door for Japanese competitors to enter the American market for the first time. Throughout the 1970s, MG and Triumph engaged in fierce competition at the affordable end of the market. Jaguar, on the other hand, faced accelerated competition from marques like BMW, Ferrari, Lamborghini, and Porsche.

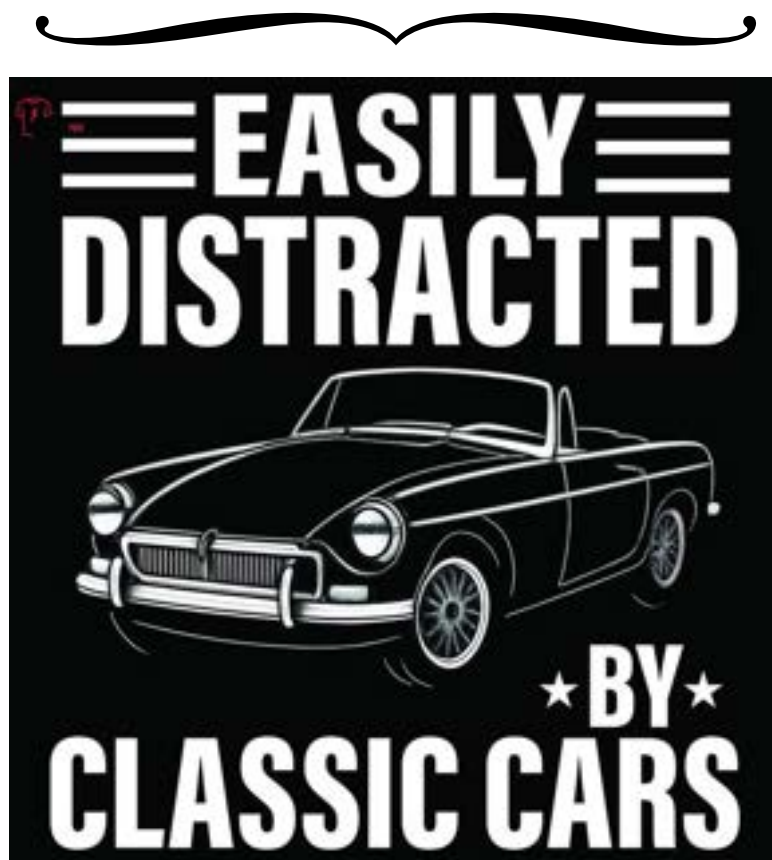
The oil crisis further exacerbated the situation, making British sports cars more expensive to operate and purchase, leading to declining sales and global instability. New pollution standards resulted in slower cars, while safety requirements added weight and complexity, reducing agility and increasing maintenance and repair costs.

Labor strife within the domestic automotive industry ultimately sealed the fate of British sports cars. Quality control became a joke, and frequent work stoppages halted production. The British government's attempts to save the industry were largely unsuccessful. Government oversight complicated rather than aided management and labor unions. In the final months of 1980,

the legendary Abingdon factory of MG closed its doors, followed almost immediately by Triumph Spitfire production at Canley. By the spring of the following year, British Leyland was financially strapped and suffering from a devalued exchange rate. This made the end of the line for the TR7 and TR8, which would be the last affordable sports cars exported to North America.

In the years that followed, only Jaguar managed to survive relatively unscathed among the major manufacturers. Jaguar had already passed through various owners, including the Ford Motor Company and India's Tata. The downfall of the Rover Group led to the incorporation of most of its heritage marques into the BMW automotive conglomerate. Many of these marques were later sold off piecemeal to various corporate masters, leading to MG's eventual resurrection under Chinese ownership.

Despite the decline of British sports cars, enthusiasm for these classic vehicles continues to thrive in the 21st century. Enthusiastic owners will continue to drive their British sports cars for their unparalleled sense of fun and nostalgia, ensuring that these cars will be enjoyed by future generations. -Ed & Al





Fish Fry

The Spradling brothers are planning a fish fry for the club on June the 11th for members and guests. The event will be at Roaring River Park in Gainesboro, Tn., just north of Cookeville.

There is a pavilion which is on the river and has restrooms close by. The park itself is quite under utilized, so parking is abundant. Like most government parks there is a \$5 entry unless you have a state issued pass.

We will be furnishing the fish, probably french fries, and possibly hush puppies and maybe corn-on-the-cob. If anyone wants to bring anything additional like slaw, baked beans, drinks, dessert, or anything else, let us know. We will need a head count to assure that nobody leaves hungry.

There are many good back roads in the area, fishing available, and even a playground for the young at heart.

Please contact Jack at shadowfever@yahoo.com or Dennis at dprainey@att.net.



Driving Season 2026

It's finally here in full force, and we are very fortunate to live in a region where we have many fantastic places to visit and great roads looking for those LBC drivers to grace their way. Many excellent attractions are within an easy one-to-two-hour drive from our home base, Cumberland County, TN. There are even spectacular waterfalls close enough by a road that you can drive right up to it. Most require some walking to get to, but that isn't out of the equation. In addition, there are many overlooks on some great roadways that are truly camera-inviting. These are, of course, very easy to access. Sometimes the most difficult part when visiting an overlook is finding a parking spot. One of the best things about our roads in this part of the world is that they seem to be made with us in mind for driving an LBC. They are just about challenging enough for our wannabe Grand Prix drivers. What's not to like about a little spirited driving?

We've got a bunch of great dinners and mom-and-pop restaurants close enough for a drive-out lunch with great company. We just completed a lunch run to the Monkey Town Brewery in Dayton, TN with a very good turn out eleven cars and twenty some people. The food

was excellent and the beer delicious. It was a scenic drive (about an hour) down Hwy 68 to Hwy. 27. Everyone was on their own for the return trip as a couple of people wanted to explore the town a bit. There are more plans on the schedule. -Ed





They've Done it Again



Ah, those Spradling boys and their British cars. Steve and I drove to the Huntsville, Alabama area a couple of weeks ago and picked up a '67 Midget. I'm having trouble with the brakes on the TD so I had nothing to drive to Dayton and that was unacceptable. The Midget isn't perfect but she is a sweet runner. I've put about 550 miles on her since picking her up. Named her Alice. Steve and I both started out in Spridgets and I am finding, maybe my past calling out, that I enjoy them more than anything else I have driven.



Not to be out done, Steve called to tell me we were on the way to Mineral Bluff, Georgia this past weekend to pick up a very nice '65 Midget with a factory hardtop. It also came with a complete '65 Midget parts car/project that we have to go back for. Our route took us past the Ocoee River and we thought this might be a great club drive or overnighiter. I don't know if anyone in the club is up for a rafting trip but the option is there. I'm not expecting any more additions before the next newsletter, but you never know. I'll keep you posted. - Jack



Springtime in the Smokies



A GATHERING OF
BRITISH



AND EUROPEAN CARS & MOTORBIKES

Peaceful Side Social

Charitable Event

Free Admission for Spectators

100+ CLASSIC CARS

People's Choice Awards

Silent Auction



Saturday May 9, 2026

9 AM - 3 PM

7967 E. Lamar Alexander Pkwy
Townsend TN



Net Proceeds Benefit 4 Local Charities
INFO: (865) 805-7907
SpringtimeintheSmokies@gmail.com



Springtime in the Smokies pre-registration is now open in a PDF format, print it out to mail along with your registration check. Go to <https://blountbritishcars.org/annual-car-gathering/>

Don't Snooze

A Big O' Bash!
The Annual April Fool's Bash LBC Gathering

On Saturday the 4th of April, Eastern TN. LBC clubs gathered...just to be gathered! This year, the event was sponsored by Blount British Cars, LTD. and was held at the Sky Ranch airport in Knoxville. An picturesque venue with GA planes in abundance with several taking off and landing putting on a show for us. There were 95+ cars pre-registered and it looked like they were all there.

The weather was sunny at about 80 degrees but there was plenty of shade under one of the hangers and tables and chairs were in place inside the maintenance hanger. Jim & Melinda Watson MC'ed while John Rigby made announcements and Richard Lockhart grilled hamburgers and hotdogs. There was a lot of food with desserts and cold drinks.

Representatives from each of the area clubs made announcements about their own events coming up in 2026. Next years event will be hosted by the Plateau British Car Club of Tennessee with the details to be announced at a later date. -Ed

Father's Day
CAR SHOW

Bristow Road
WINERY

CLASSIC CARS ★ GREAT WINE ★ GOOD TIMES ★

IN PARTNERSHIP WITH THE
PLATEAU BRITISH CAR CLUB OF TENNESSEE

Sunday
JUNE 21ST
★ 2PM - 4PM ★

The Bistro
FOOD TRUCK
WILL BE OPEN!

ENJOY AWARD-WINNING WINES,
BEAUTIFUL VIEWS & CLASSIC CARS!

*Great wine.
Great food.
Great company.*

BRISTOW ROAD WINERY | 416 BRISTOW ROAD, CROSSVILLE, TN | BRISTOWROADWINERY.COM

Summer Celebration

Our club has the honor of being invited as the spotlight club for the Father's Day celebration at Bristow Road Winery here in Crossville. We've participated in this event in the past and have always received great support.

Members are encouraged to add this event to your summer calendar. A flyer is included in this newsletter, and additional details will be shared at the April meeting. This is a great opportunity to gather together at a beautiful venue, now enhanced by the winery's new bistro.

Please direct any questions or RSVP to Dennis Rainey at dprainey@att.net or 256-486-8605 (call or text).

We hope to see you there!



