

June, 2026 Edition

OIL SPOTS

A Newsletter of the Plateau British Car Club



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 - 2026

[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.

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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 [PBCC TN.org](#). Happy shopping - Ed.



Alex Horony & Tim Beaton

As most of you know, in less than a week's span, the PBCC lost two of its members. On Saturday the 16th of May, Alex Horony passed away following a brief illness.

Then on Tuesday the 19th, we lost Tim Beaton to an apparent sudden heart attack. Tim was a past president of the PBCC.

Please join together in remembering both of these gentlemen and especially their loving wives. The club has sent cards and flowers to both families.

Requiescat in pace, Alex and Tim...

Schedule of Events - 2026

(Listed in chronological order)

- PBCC Fish Fry - June 11th, Roaring River Park in Gainesboro
- 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 - SOLD

In last month's issue of the Oil Spots, this car was listed for sale and sold very quickly...



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.

TECH STUFF – ADDITIVES - Yes or No?

..... By Terry Bond

I've given lots of thought about what to add to a good Scotch, but have always steered clear of adding things to the oil in our cars. I guess my fear of "gumming up the works" comes from many years ago when a good friend who occasionally drag-raced his 1965 Pontiac GTO had to rebuild his engine. He was a fanatic about topping up at regular oil changes with a well-known oil additive that was highly promoted back then. Seemed the thick honey-like substance had actually contributed to the demise of his engine. What a sludgy mess it was inside!

Our old cars have been carefully rebuilt and like any other mechanical device need regular maintenance, sometimes of the preventive type. Sometimes it's additives that we choose to keep the engine well lubricated, clean, or even to "cheap-our" on a repair (or prolong the agony of spending \$ for a major fix).

Listening to the advertising you'd think there are some real advantages. I've tried to wade through the many different opinions and wade through some comments about them to help identify a few that seem to work. Disclaimer- this has been more-or-less a popular vote survey. I've let others pursue the scientific answers as to how well and why they work (or not). No, I've only ever tried a few, but know a lot of people who have tried a lot-with mixed results. So, don't rush right out and buy these just because you saw it in "The Dipstick." There is no intent here to take sides in the never-ending battle between those who swear by them and those who swear at them. Buyer -beware. Your results may vary.

Marvel Mystery Oil

Marvel Mystery Oil is one of the most popular additives that has stood the test of time — it goes back to 1923. Lower compression engines with looser tolerances, poured Babbitt bearings and carbureted intake

systems predominated. Enter Burt Pierce's Mystery Oil, an additive designed to address several common issue. It affects the engine in different ways. It hasn't changed much all these years later - it cleans components of the fuel system and also releases additional horsepower by increasing compression. It is composed primarily of petroleum distillates, including mineral oil, mineral



spirits, anti-wear and extreme pressure additives and other agents that help remove carbon-based contamination on metal surfaces. Some report it frees stuck piston rings, lifters, and helps free suck pistons in frozen-up (rusted) engines. If you're going to use this additive, it helps to note that it works best on older carbureted engines. (I guess that would be our LBCs).

From their own advertising – Use in gasoline, biodiesel & diesel fuels in both regular & synthetic engine oil, automatic transmissions, power steering units, 2-cycle engines, and it's reported to be safe to mix with other oil additives and lubricants. It's claimed to provide superior cleaning for engines & fuel systems; reduces wear & tear on engines, enhances performance, increases gas mileage, provides top-end lubrication and sludge control, and aids cold weather starting.

SEA FOAM

As you might have guessed from the name of this product, Sea Foam is a cleaning additive. It's a blend of petroleum-based compounds, including naphtha, and isopropyl alcohol, designed to work in both fuel systems and crankcases. In simple terms, its composition means it has cleaning properties that are just as good as regular detergents — without the commensurate risk of damaging seals and gaskets.

Sea Foam has a number of ways it can be applied to suit your specific needs. You can add it to your fuel tank; It works to dissolve deposits and residue that would otherwise restrict fuel flow. The product can also be directly added to the engine or crankcase. Ideally, you'd want to do this before an oil change to remove contaminants and clean up sludge. Carrying out this procedure ensures all the liquefied sludge drains away with the old oil. The manufacturer also claims it helps stabilize fuel for up to two years. Additionally, note that Sea Foam is incompatible with engines that contain direct injectors. You'll need to follow directions carefully for its use, and do it outdoors. You might want to alert neighbors before using this since they might be tempted to call the fire department when they see your car belching clouds of smoke while it's working its magic in your running car.



The general opinion is Sea Foam motor treatment generally works for cleaning internal engine carbon deposits, stabilizing fuel, and lubricating upper cylinders. It's pretty well-known as an effective cleaner for fuel systems and carburetors. It is highly regarded for smoothing rough idles, quieting noisy lifters, and helping engines start easier, particularly in high-mileage vehicles. It's worth noting there is also a British-originated equivalent –brand name "Redline." Redline additive (specifically Red Line SI-1) is a highly concentrated fuel system cleaner designed to remove carbon deposits from fuel injectors, carburetors, and combustion chambers. It cleans, lubricates the upper cylinder, allegedly reduces octane demand, and stabilizes fuel. Supposedly it's good in high-mileage engines. It's not as easily found but I understand it's available at O-Reilly Auto Parts stores.

BAR'S LEAKS PRODUCTS

Perhaps better known simply as "Bars Stop Leak" there is actually a whole line of products intended to help you deal with all kinds of leaks-from cooling system to engine seals. According to the manufacturer, the product can stop cooling system leaks. The 2-in-1 solution also contains Xtreme Cool, a formula that reduces Antifreeze loss and the coolant's temperature. One bottle of the Leak Cooling System Repair can treat up to four gallons of coolant. The fluid contains tiny particles that circulate with the coolant. When these particles reach a leak point, the pressure forces them into the crack or hole, where they build up and form a physical plug. Their claims have been publicly tested, and although it would be ideal to get your cooling system checked if you notice any leaks, Bar's Leak Cooling System Repair can help hold off on any potential issues till your next visit to the repair shop.



ZINC

This topic has been hotly debated among classic car owners for at least the past

15 years. Many of these vehicles require specialized care and certain products due to their age, mileage, and general usage history. That's why some oil companies produce "high-mileage" and similar blends. Typically, these oil blends feature a number of additives one can purchase separately, with a major component being ZDDP, more commonly referred to simply as zinc.

The amount of zinc your car needs depends on its age and apparent wear. Special note – added Zinc can cause problems with catalytic converters, as zinc causes buildup in a catalytic converter's elements.

ZDDP-Zinc dialkyldithiophosphate (try to with a British accent!) commonly referred to as Zinc. It acts as a protective film across working surfaces, enhancing the engine oil's properties by providing a barrier between metal components. Think of zinc as the cartilage in your knee. Within the engine, zinc prevents metal-on-metal contact, which could result in premature wear and damage.

This is especially important in older engine designs, specifically ones with flat-tappet cam lobes. Zinc helps prevent friction-based wear of these critical valve train-related components, as well as the cam lobes, by providing a smooth, slippery buffer between the two surfaces. It also helps prevent excessive heat buildup in working components subjected to high temperatures, such as pistons. However, too much zinc additive could potentially result in a buildup inside the combustion chamber, so only add as much as needed. Check the oil you buy. The label should indicate it contains ZDDP. Unless you're going drag racing you should be fine without adding extra. It's been recommended by engine builders that additives be added though while a newly rebuilt engine is being broken in.

Ok, I know there are a bazillion products out there but I've chosen to look at just a few of the more well-known. And-you should know I've decided NOT to put anything in my Scotch except perhaps an ice-cube and a splash of water.

Happy Motoring, BTW, the best additive for a good Scotch is ice...





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 (card only) 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. We encourage people to bring a dish to share 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.



My first British car, 54 years ago was a late '63 Mark 2 Austin Healey Sprite. I have had several since then: Sprites; Midgets; MGBs, MG TD's, Triumphs, and they have all been great. But the cars that give me the most smiles per mile, the ones I just don't get tired of driving are the Spridgets. So, a few days ago I said goodbye to Lizbet, my 1952 MG TD, and today I came home with my keeper, the one that won't be going anywhere. Back to basics, back to driving what I enjoy most. Downsizing my car and upsizing the fun. She is another Mark 2 Sprite. This is "CC," a '62 Sprite. I just love that Cheshire Cat grin. Oh, I do still have Alice, the '67 Midget. Together they are going to be accumulating some miles.

Got this from Jim Watson, my mentor, my friend, my hero. I don't feel I own this one, I am the custodian.

This was the chariot he and his bride left the church in 20 some odd years ago. - Jack





Plateau British Car Club Quarterly Meeting April 30, 2026

Las Margaritas Mexican Restaurant (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 5:36 pm.

Welcome

President, Jack Spradling opened the meeting with a welcome to the 21 members in attendance. Pat Rainey made a motion to dispense with the reading of the previous meeting's minutes. The motion was seconded by Dennis Rainey and passed unanimously. Treasurer, Richard Lockhart reported the club's account balance to be \$1942.56. He reported 20 paid members, after Dennis Rainey had recently emailed those members who had not renewed their memberships for 2026. (Dennis said he would send out another reminder email in the next few days.) Pat Nielsen moved to dispense with the reading of a more detailed Treasurer's report.

Dennis Rainey seconded the motion, which was carried unanimously.

Old Business

There was a brief review of the recent club drive to Dayton, TN and lunch at Monkey Town Brewing Company & Restaurant led by Dennis and Pat Rainey. A great time was had by all.

New Business

The recent and unfortunate admission of Alex Honory to a memory care facility in Decatur, TN was discussed.

Several ideas were presented, as to how PBCC could let Edna (Alex's wife) know we were thinking of them. Pat Rainey made a motion that the club purchase a \$150 VISA check card to assist Edna in offsetting some of her travel expenses to and from Decatur. Cathy Baker seconded the motion, which was carried unanimously. Pat Nielsen volunteered to get the check card to Edna, along with a sympathy card.

Ideas for 2026 drives and fun activities:

- Jack and Steven Spradling will host a fish fry June 11th from 11:00 am - 1:00 pm at Roaring River State Park, outside Gainesboro, TN. Those attending were asked to bring a dish. RSVP to Dennis Rainey by 5/27.
- On June 21st, PBCC will be co-sponsoring a Fathers Day classic car show at Bristol Road Winery, Crossville, TN. More details to follow.
- The annual Historic Rugby British Car Show will be held August 22nd in Rugby, TN. New this year (at the suggestion of Mari Leedy) will be a swap meet. (Vendor's fees will be donated to Historic Rugby, Inc. PBCC members were urged to bring donated British car parts to our next quarterly meeting for the silent auction, which

Richard Lockhart will collect. Also new this year will be a shuttle service to assist attendees around the show grounds.

- Mari Leedy will host/lead a drive to the Lane Motor Museum in Nashville, TN either Thursday, May 14th or Friday, May 15th. More details to follow via an email from Dennis Rainey. Admission cost will be no more than \$15 per person. Steve Spradling volunteered to provide roadside assistance, should any be required.
- Dennis Rainey suggested that the club start our periodic Saturday morning breakfast meetings again. The Cabin on the Plateau restaurant (Peavine Road, Crossville) will be the new location, as Bramble Berry Cafe and Bakery (former location) has permanently closed.

No other business was discussed. Hearing no further discussion, Jack Spradling asked the attendees for a motion to adjourn. Pat Rainey so moved, Tony Orlando seconded and the motion carried at 6:37 pm.

Respectfully Submitted,

Larry McDonald
PBCC Secretary

Father's Day
CAR SHOW
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. 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!



