



July, 2026 Edition

OIL SPOTS

A Newsletter of the Plateau British Car Club



The Prez Sez

Despite some rain days, June has been productive. We had our first (possibly annual) fish fry at Roaring River Park in Gainesboro. We had 17 people make the drive with some driving from Knoxville and Middle Kentucky. Plenty of delicious food, good companionship, and pleasant surroundings made it a great day. Later in the month, some of us met again at the Bristow Winery in Crossville for a car show. We need to keep this up.

Though my brother and I have taken a planned break from buying any projects, we still find ourselves looking and I'm guessing this stepping away will be like a late season New Year's resolution that ages out quickly. Recently looked at a 1952 Armstrong Siddeley Hurricane that is a runner and very reasonably priced. Also viewed an MGA and a couple of TR3's. Just looking mind you, but Steve is rather incorrigible.

Steve and I have already registered and booked our room for the 3 day Southeastern British Car Festival in Hiawassee, Georgia on Lake Chatuge September 24-27. This is sponsored by the Peachtree MG Registry group but is, of course, open to all British cars.

I know it's about to start getting warm so we need some drives and gatherings before the heat tries to limit us to the owners of Jags with A/C. As Gil Favor used to say, "head em up, move em out." We need to be rolling, rolling rolling. - Jack

XOXOXOXOXOXOXOXOXOXOXOXOX

Members of PBCC.

Thank you so much for
the beautiful plant, your thoughts
and prayers. And the many cards.

Alex enjoyed every minute of
time spent with the club members.

Driving the m68 (when it ran) was
the highlight of having it.

And yes, he had the gift of gab
and had the best time visiting
with each and everyone of
you.

His time on this earth was cut too
short, but we know he is in a better
place free from worries and pain.

Hope to see all of you in the near
future.

Hugs!

Edna

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: dpainey@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 PBCCTN.org. Happy shopping - Ed.

We have a returning member for this reporting period. That would be Nick & Connie Sciarrone from Monterey TN. They have a '53 MGTD MkII. Welcome back Nick & Connie.

Membership applications for 2026 are available on the club website at PBCCTN.org

June - 2026 Treasurer's Report - Richard Lockhart

O-O.

June 2026	Income	Expenses	Totals
Beginning Balance	\$1,967.56		\$1,967.56
Dues for 2026	\$25.00		\$25.00
Total for Month	\$1,992.56		\$1,992.52

"British sports cars were built for roads that curve, conversations that linger, and journeys that don't need destinations."

Schedule of Events - 2026

(Listed in chronological order)

- 3rd Qtr. PBCC Meeting - July 14th, Las Margaritas **TBA
- Return of the British - Rugby, Aug. 22nd - Preregistration is now open.
- 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.



Un recordatorio **(A Reminder)**

It's time again for our PBCC quarterly meeting.
We had our last meeting here and the accommodations
were very good.

— — 14th of July — —

Las Margaritas Mexican Restaurant

72 Woodmere Mall

Meet and Greet at 4:30 pm



HWY 55 CRUISE IN!

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



5:00pm.

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.

Worried about Your LBC Overheating???

As we are steaming (no pun intended) full speed ahead into the driving season—which could be a hot one—I thought I would delve a little deeper into the subject of engine overheating. There are several causes of overheating, but one of the biggest factors is simply the age of the car, not the driver.

The radiator is the primary component responsible for cooling your engine. As radiators age, cooling fins corrode and fall away, reducing their efficiency. Tubes can develop leaks, and on older radiators the soldered joints around the tanks may begin to seep. Newer radiators often use crimped plastic tanks, which can also fail over time.

One of the best things you can do to keep your cooling system healthy is to regularly replace the antifreeze with the proper mixture. For MGBs, MGAs, and T-Series cars, the correct mix is generally 50 percent antifreeze and 50 percent water. More is not better. A 70/30 mixture will not provide additional cooling protection and may actually reduce cooling efficiency.

The best way to drain old coolant is to remove the lower radiator hose and allow the system to empty

completely. Over time, antifreeze breaks down and can contribute to corrosion and deposits within the cooling system. This is especially important for components made of aluminum, such as thermostat housings and some radiators.

Many owners have noticed the white, powdery residue that forms around the thermostat housing studs and nuts. This often indicates corrosion of the aluminum housing, allowing coolant to seep through. If you see this condition, it is probably time to replace the housing.

Neglected coolant can also contribute to head gasket failures. While age is often the primary culprit, old coolant can accelerate corrosion around gasket surfaces, eventually leading to leaks or gasket failure.

The Mechanical Fan:

One reason the mechanical fan is not especially effective on many MGBs is the lack of a fan shroud. Without a shroud, the fan cannot draw air efficiently through the radiator. If you look at many older American cars, you will notice that the fan sits close to the radiator and is surrounded by a shroud that helps direct airflow and improve cooling efficiency.

How to Check Your Radiator:

If your car is overheating, one simple test is to check for cold spots in the radiator. You can use an infrared thermometer or carefully feel the radiator after the engine has cooled enough to do so safely.

The radiator should be relatively uniform in temperature. If you find noticeably cooler areas—especially in the middle or along one side—those sections may be blocked internally. A partially clogged radiator is a common cause of overheating.

A faulty radiator cap is another frequently overlooked problem. If the cap cannot maintain the proper pressure, the cooling system cannot operate as designed. The only reliable way to test a radiator cap is with a pressure tester.

Danger Signs — What NOT to Do

Boiling or Popping Sounds:

If you hear boiling or popping noises, do not attempt to remove the radiator cap. Allow the engine to cool completely. Opening a hot cooling system can result in severe burns. I have personally seen this happen.

Steam:

If steam is coming from under the hood, do not open it immediately. A hose may have burst, or coolant may be spraying from a leak. Wait until everything has cooled before investigating.

Owners of later MGBs should also remember to inspect the expansion tank, as it can develop leaks and contribute to coolant loss.

Silicone Hoses:

Silicone radiator hoses are available and generally last longer than standard rubber hoses. However, they are considerably more expensive. Whether they are worth the additional cost is a decision each owner must make.

A little preventive maintenance goes a long way. Most overheating problems develop gradually and provide warning signs before they become serious. Paying attention to your cooling system today can help prevent an inconvenient breakdown—or an expensive repair—tomorrow.

Cheers - Ed

Baby, The Rain Must Fall

Driving LBC's is always an adventure. That isn't a bad thing because most adventuring is fun, exciting, and full of discovery. Despite most horror stories told by people who aren't true believers, I have found my British cars to be reliable. I don't worry about the naysayers who decry Lucas Electrics with their Prince of Darkness rants, or scream they would never drive more than 10 miles from home due to the lack of reliability. I have had very few failures and really don't worry about whether or not I will get home, no matter how far I drive. You usually only need two things for a successful journey. Good maintenance and preparation. And that my friends leads to me to this cautionary tale.

On June 24, we had a gathering for a car show at Bristow Winery. While local for most it was about a 68 mile drive from home for me. Not a problem, it was a trip I have done several times. I chose to drive CC my "new" '62 Austin Healey Sprite. I had already put a couple of hundred miles on her and knew she was up to the task. And she was, but, alas, I wasn't. You see I knew she was a bit over carbureted due to the high performance needles that overload her. Since it is

usually only a problem in stop and go traffic, I figured I could drive her hard enough to overcome that wee obstacle. (Mistake one). I had raised the jets a couple of flats to lean her out. But I did not clean or change the plugs. (Mistake two). I drove to Crossville to our meeting spot and waited with a couple of other cars before driving to the winery. CC didn't want to start. She turned over well, but her carbs were too flooded. Fortunately the battery had a great charge, that's one for me.

Dennis stayed behind with me until I got her started and I followed him to the winery. We made it, but CC was running poorly. I hoped that she would behave after sitting for a few hours, plus I planned to make some adjustments. I opened the hood (bonnet if we are speaking the LBC native language) and my bright shiny engine bay was covered in oil. I checked and sure enough I was low on oil. No problem because I always carry spare oil. But, I needed to find the leak. Turns out the valve cover was barely attached. (I didn't check to make sure everything was tight, mistake three). I had wrenches (two for me) and I got everything tightened down. I opened my trunk (boot) to get my oil and it wasn't there. I had left it in the trunk of Alice, my '67 Midget. I assumed I had it,

but didn't verify before leaving home. (Mistake four). Thankfully, John Rigby was parked next to me and he graciously supplied the needed lifeblood. I decided to pull and clean the plugs while the hood (bonnet) was up but guess who forgot to include the spark plug socket with his tools. Yep, that would be me. It was with Alice at home. (Mistake five). JR to the rescue again with a 13/16 socket. At least someone was prepared. Got the plugs cleaned and she fired right up. Success!

Now, as we all know, when you have created your own bad luck it only gets worse. I figured some tacos from the Bistro and a cold beer would make things better. But, by that time the food was pretty much gone and the wait time for what was left was over an hour. At least there was beer. It wasn't the first time I have been sustained by carbs. At least the beer wasn't over jetted.

When it came time to leave CC, fired up like a champ and she surged as if she was ready to rumble. I followed Dennis and Pat out. They came in separate cars. But, it had nothing to do with not trusting their reliability. They just wanted to increase the size of the British contingent in the hot rod car show, but, I digress.

I had less than 110 miles since my fill up so I knew I had enough fuel to get home. But, I wasn't taking any chances so I planned to stop and refuel. Can't ever be too careful I always say, even if I sometimes forget to practice it. (Mistake six, I have the only British car ever built with an accurate fuel gauge).

Four miles from the winery, we sputtered and died. 109 miles and I was out of gas. Pat and Dennis both turned around. Dennis drove me to Dollar General where I paid \$20 for a small gas can. Father's Day special, I think. Then he drove me to a gas station that limited us to 2.83 gallons. Don't know why. Filled my can but wouldn't allow Dennis to top off his tank.

We drove back and fortunately the Sprite was still there. I then put as much fuel in the car as the spill free container would allow while leaking a fair amount on both me and the road. With a little fuel she carried me to the gas station. I chose a different one with no limits. After struggling again, albeit briefly, the engine came to life and I drove home without incident.

Thank you to guardian Angels Pat, Dennis, and John. Thank you to my LBC who, despite my carelessness, still got me home and didn't leave me stranded. Thank you to the winery for keeping me carb loaded when the food ran out.

I now have new needles, plenty of oil, a socket in my tool pouch. I am going through and doing everything I know I am supposed to do to be ready for my next adventure.

Preparation, don't leave home without it....

-Jack

“If the road is quiet and the car is small, you’re probably doing life right.”

Online Pre-registration is now available for Rugby...

*Click on this link at **Return of the British***

It's never been easier.



Return of the BRITISH



15th Edition of a British Car Gathering

AUGUST 21 & 22, 2026

Historic Rugby, TN

Cars displayed: Aug. 22th - 9 to 2:30 EDT

Awards, Silent Auction, Tea Settings,

Swap Meet & More

*Come for the
Weekend!*



Net Proceeds Benefit Rugby, Inc.

KEEPING TENNESSEE & BRITISH HISTORY ALIVE

Online Pre-registration is now available:

*Go to the Plateau British Car Club's website for the pre-registration
link at **Return of the British** It's never been easier.*



PBCC Fish Fry Fun

Following a very pleasant drive through some made for LBCs roads to the Roaring River Recreation area near Gainesboro, we arrived, ready for some fish and good company. The weather was very cooperative and the recreation area is a small, but beautiful area offering picnicking, swimming and fishing and just relaxing fun. The food was excellent and there was plenty of it. This is a event which might become an annual one.



