

September, 2026 Edition

OIL SPOTS

A Newsletter of the Plateau British Car Club



The Prez Sez

Hard to believe, but another Return of the British Car Show in Historic Rugby has come and gone. The 15th annual event. We held it a week later than in previous years and it helped a bit in terms of the weather. Heat indexes last week were about 109, this weekend it was lower, still quite warm, but better. I believe that remembrance of the heat last year may have slightly affected attendance this year. We had just over 40 cars displayed, fewer than we hoped for, but they were all quality cars. There was so much quality on the field that even the Grody award was a really nice car and won by default.

Our next "Return" we hope will be different. It was decided that next year we will be moving the event to the second weekend in October. Fall weather should be milder, the gnats will hopefully be seeking warmer climes, and the Fall colors should be breath-taking. Mark your calendars for the weekend of October 9th, 2027.

We had an "in memoriam" board set up at the entry to the show grounds with the names, photos, and a brief bio on members of area clubs that we have lost this year. I don't believe I noticed anyone who passed it by without stopping.

Though there is still no date for the opening of the Harrow House in Rugby, Annie did tell us that the new coffee shop will be opening in early October. Though opening day could potentially conflict with a car show, it would still make for a great fall drive when we catch a breather.

I am sure that everyone is aware by now that car show in Ooltewah has been moved back a week due to a scheduling conflict. It has been moved to the weekend of October 10th. If anyone is wanting to caravan, or even lead a caravan, let Dennis or me know.

At least a couple of our club members are driving to Hiawassee, GA. for the Southeast British Car Show at the Ridges Resort on Lake Chatuge sponsored by the Peachtree MG Club. It runs from September 24 through the 27th. Details can be found on their website or Facebook page.

Well, I'm going to leave it there. All this fun wore me out. Think I'm going to take a nap.

See you soon.

-Jack

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15th Annual RETURN OF THE BRITISH Show Results

By any measure, the 15th annual PBCC Return of the British Car Show/Gathering was another success. The weather was cooperating but we all remember last year's event being really **HOT**, which most likely was responsible for a lighter turnout than years past. Anyway, we've taken steps to relieve that situation for the coming years. We've managed to get our annual

event moved to a little later in the year. Next year's show/gathering will be held, again in Rugby, TN., on. the weekend of the 9th of October, when temps should be milder and the fall colours should be at or near their peak.

Below are the results of the car show winners and awards. In addition, here is a link to a video composed by our own President, Jack Spradling, of some of the activities from our weekend at Rugby. Just click on it and enjoy.



Class A - Prewar &T-Series		
1st Place	Maguire Headrick	'54 MG TF-1500
Class C - Sprite/Midget		
1st Place	Buzz & Sharri Merchlewitz	'59 AH Sprite
2nd Place	Jack Spradling	'62 AH Sprite
Class D - MGB/MGBGT		
1st Place	Julian DuFour	'80 MGBGT
2nd Place	Stephen Hampton	'73 MGB
3rd Place	William & Nancy Dickinson	'71 MGB
Class E - Triumph		
1st Place	Jesse & Mallory Lehn	'67 Triumph TR4A
2nd Place	Bruce & Sheryl Ammons	'65 Triumph TR4A
3rd Place	Jim & Tonya Thomas	'68 Triumph TR250
Class F - Jaguar		
1st Place	C. Brown	'52 Jaguar XK120
2nd Place	Arnold Pesterfield	'86 Jaguar XJ6
3rd Place	Tony & Pam Orlando	'00 Jaguar XJ6
Class G - British Other		
1st Place	Duane & Sharon Farmer	'70 Morris Minor 1000 Traveler
2nd Place	Jim & Melinda Watson	'60 Morgan 4+4
3rd Place	Connie Wright	'59 Morris Minor
Class H - Austin Mini		
1st Place	Joshua Duke	'88 Austin Mini
2nd Place	Ken & Debbie Knouff	'05 Mini S
Class I - AH 1000-3000		
1st Place	Paul & Shannon Porter	'60 AH 3000
2nd Place	Stan & Ann Fowler	'65 AH 3000
BEST OF SHOW	C Brown	'52 Jaguar XK120
GRODY	Stephen Spradling	'69 AH Sprite
PEOPLE'S CHOICE		
1st Place	Paul & Shannon Porter	'60 AH 3000
2nd Place	Maguire Headrick	'55 MGTF-1500
3rd Place	Joshua Duke	'88 Austin Mini
CHILDREN'S CHOICE	C Brown	'52 Jaguar XK120

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

Let's have a Big 'O PBCC Welcome for new members Paul & Shannon Porter. They have a '60 AH 3000 BN7.

[Membership applications for 2026 are available on the club website at PBCCTN.org](#)

[Aug - 2026 Treasurer's Report - Richard Lockhart](#)

August 2026	Income	Expenses	Totals
Beginning Balance	\$1,992.56		\$1,992.56
Dues for 2026	\$42.50*		\$42.50*
Total for Month	\$2,060.06		\$2,060.06

* Half Year dues + two name badges



LBC's don't beg for validation. They just exist, and the whole street notices. That's the power of being classic. . . .

Schedule of Events - 2026

(Listed in chronological order)

- Hwy. 55 Car Show - All Marques - Third Sat. of ea. Month
- Brown Elem. School Car Show, PTO Fund Raiser - 09/26**
- Brits at Cambridge Square - Oct. 9th & 10th, 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.

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.

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.



Understanding Brake Fluid for Your Little British Car

The brake fluid in your Little British Car may not be something you think about very often, but it is one of the most important fluids in the car. When you press the brake pedal, the fluid transfers that pressure through the hydraulic system to the wheel cylinders or calipers. Without it, your brakes simply wouldn't work.

But here's the catch: **all brake fluids are not the same, and you can't just use whatever happens to be sitting on the shelf at the auto parts store.**

The most common types you'll encounter are **DOT 3, DOT 4, DOT 5, and DOT 5.1**. DOT 3, DOT 4, and DOT 5.1 are glycol-based fluids, while DOT 5 is silicone-based.

For our older British cars, the distinction between **DOT 4 and DOT 5** is particularly important.

DOT 3 and DOT 4 absorb moisture from the atmosphere over time. That moisture lowers the fluid's boiling point and can contribute to corrosion inside the hydraulic system. DOT 4 generally has a higher boiling point than DOT 3 and is commonly used in older British cars today, provided the brake system is compatible with it.

DOT 5 is silicone-based and does not absorb moisture. That may sound like the perfect answer for a car that spends much of its time sitting in the garage, and many classic-car owners do use it. However, DOT 5 is **not compatible with DOT 3 or DOT 4**. Changing to DOT 5 requires the system to be properly prepared, and it isn't something you should simply pour into a system that contains glycol-based fluid.

There is also **DOT 5.1**, which causes some confusion because of its name. Despite the "5," it is glycol-based and is chemically different from silicone DOT 5. It is generally not necessary for a normally driven LBC.

So, What Should I Put in My LBC?

The safest answer is **use the type specified for your particular car and brake system**.

If your car was designed for glycol-based fluid, a good-quality **DOT 4** is often an excellent choice. If your car has been converted to DOT 5 silicone fluid, continue using DOT 5.

And remember this important rule:

DOT 5 silicone fluid and DOT 3/4 glycol fluid do not mix.

If you're considering changing from one type to another, don't simply drain the reservoir and pour in the new fluid. The entire hydraulic system needs to be properly flushed, and the compatibility of the seals, hoses, master cylinder, wheel cylinders, and calipers should be considered.¹²¹²¹²

A Word About Old Brake Fluid

Our British cars can sit for weeks or months without being driven. That's one reason brake-fluid condition deserves some attention.

Look at the fluid in the reservoir. If it is very dark, dirty, or contaminated, that's a good reason to investigate further. A soft or spongy pedal, leaking wheel cylinder, dampness around the master cylinder, or fluid disappearing from the reservoir are all reasons to stop and find the problem rather than simply adding more fluid.

And remember, **brake fluid is not a "fill it and forget it" item.** The hydraulic system should be inspected periodically, particularly on a car that is several decades old.

Finally, keep an opened container of brake fluid tightly sealed. Glycol-based fluids readily absorb moisture from the air. And be careful when handling any brake fluid—it can damage automotive paint.

Bottom line: There is no single "best" brake fluid for every Little British Car. The best fluid is the one **compatible with your particular brake system and the fluid already specified for it.**

For an LBC, **knowing what's already in the system before adding or changing fluid is just as important as knowing what's on the bottle.** - Ed

Webster Defines a Sports Car as:

A low, comparatively small, usually 2-passenger automobile designed for quick response, easy maneuverability, and high-speed driving. We all have our own definition of what owning a Sports Car is all about, and our own reasons for driving one. There has to be *some* reason that we spend enormous amounts of time and money (of which we couldn't possibly ever recover) on some aging example of British Motorcar engineering. Some people say it's because British Cars are fun to drive, or that they like to work on them, but the real reason goes deeper than that. Someone once said that "it's not that any of us really need a British Sports Car, it's that they need us so much".

While it is true for myself, it is very hard to see a British Car restoration project residing in some back yard or garage without thinking what it would be like to see it returned to its original glory - as it should be. In fact, it's extremely hard to resist sometimes. But I think these cars also fulfill a basic need in us, and tell the world in general something about us as people. It shows that we are independent enough to work on the cars ourselves, and willing to take risks. And that we are not willing to conform to other people's preconceived notions and conventions.

Also, I think that the act of working on these cars ourselves is somehow important. Pitting ourselves against the often neglected old warrior, to make it road worthy and beautiful again, is an essential ingredient in owning a British Car. The more skinned knuckles and sore backs received from working on a sports car, the more intrinsic value it seems to have. Something about a British Sports Cars simple design, integrity, and character makes them appealing. And maybe by driving them, a little of that integrity rubs off on us. Their classic lines show that “their form is derived from their function”, and they have a unique kind of beauty that's hard to equal. Very few cars made since that time period, have managed to attain the kind of reverence that these cars have received.

Their honesty reminds us of a time when things were a bit simpler, and we are in a way guardians of that. By maintaining them, and continuing to drive them, we are somehow making sure that something important doesn't pass from this world. It's sort of like protecting a historic piece of art. Not locked away in a museum somewhere, but out on the open road where people can see it and be reminded of it. Maybe we can even hope to pass these cars on to future generations, and that they see what we do in them - so they won't be forgotten. All and all, there are a lot of different reasons for owning a British Car, and we each have our own.

Of course, it could just be that they are fun to drive. -Ed





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