

October, 2026 Edition



# OIL SPOTS

*A Newsletter of the Plateau British Car Club*



## The Prez Sez

Talking about a change in the weather, soap operas should be so dramatic. A few days ago we had temps in the 90's and heat indexes over 100. On Thursday the 24th, I left for the Southeastern British Car Festival in Hiawassee, Georgia. Highs that day were in the 70's and nights were chilly. When I started for home Sunday morning it was 41. Wind chill in an open roadster was a bit numbing. Happily, I was thawed out by Monday morning.

Speaking of the festival, it was fantastic. There were about 107 cars on the field. The venue was incredible. I really need a thesaurus to fully describe how perfect it was. We were at the Ridges Resort on Lake Chatuge, right on the banks of the lake. There was a delicious buffet both Friday and Saturday nights. The one on Friday was an optional barbecue buffet and the one on Saturday was part of the awards banquet. The festival included several classroom tech sessions as well as a rolling repair tech session where a master British car mechanic performed fixes on some of the cars with issues as they rolled through.

CC, the 1962 Austin Healey Sprite that I bought from Jim Watson and became caretaker of, won first place in its category. It was a win that was entirely because of Jim's work.

Coming up in just a few days we will be making the trip to Ooltewah, Tennessee for the Brits at Cambridge Square car show.

XOXOXOXOXOXOXOXOXOXOXOXOXOXOXOXOX

---

Deadline for submissions is the 20th of the month prior to publication.

**If the Oil Spots is what wags your tail,  
then you are in the right place...**

## **PBCC Officers and Support Positions - 2026**

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

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

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

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

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

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

Pat Nielsen - Cards & Flowers - [jann\\_nielsen@hotmail.com](mailto: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

## **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](http://PBCCTN.org). Happy shopping - Ed.

We presently have 23 paid memberships....

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

Sept. - 2026 Treasurer's Report -  
Richard Lockhart

| September 2026        | Income     | Expenses | Totals     |
|-----------------------|------------|----------|------------|
| Beginning Balance     | \$2,060.06 |          | \$2,060.06 |
| Blue Host Website Fee |            | \$36.19  | \$36.19    |
| Total for Month       | \$2,060.06 | \$36.19  | \$2,023.87 |

o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o

*Coffee, LBCs and friends make the perfect blend.*

**"I don't expect my body to work like it did in my 20s.  
I'd just like one week where it doesn't give me  
something new to Google."**

# Schedule of Events - 2026

(Listed in chronological order)

- Hwy. 55 Car Show - All Marques - Third Sat. of ea. Month
- Brits at Cambridge Square - Oct. 9th & 10th, Ooltewah, TN
- PBCC Qtrly. Meeting - Oct. 20th, DTBA\*\*

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](mailto:dprainey@att.net).**

## ***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.



## **‘If It Ain’t Broke, Don’t Fix It’ — Ain’t True!!!!**

We all love our LBCs for a variety of reasons, and what starts out as a pleasant drive shouldn't end with a flatbed ride home—especially if the problem was preventable.

Performing regular maintenance on our cars can't guarantee that they will last forever, but failing to perform needed maintenance pretty much guarantees some level of failure, ranging from annoying to catastrophic.

It is beyond the scope of this article to detail everything that is already covered in our owner's and shop manuals. The point here is simply to encourage **proper, preventive maintenance**.

Whether you have a mechanic do your maintenance or you do it yourself, it is important to pay attention to the recommendations in the shop manual and/or owner's manual for normal operation and maintenance.

It is also important to recognize that many components of our cars deteriorate simply with age. Wear, corrosion, fatigue, heat, and time all take their toll. And, of course, there is always the possibility of the **DPO—Dumb Previous Owner!**

Wiring connections, hoses, seals, fuel lines, and other rubber components all need to be inspected periodically and replaced when necessary. Just because a component is still working doesn't necessarily mean it is still in good condition.

I personally experienced this a few years ago while driving our **'65 MGB** on a long fall-foliage trip through New England.

My wife and I left home in northern Alabama with a fuel pump that we already suspected was on its way out. We made it all the way from Alabama to Vermont before our little LBC finally decided it had had enough.

Fortunately, we made it into a hotel parking lot in Montpelier before the pump gave up completely.

We checked in, ordered a new fuel pump from Moss Motors, and had it **expressed overnight**.

The next morning, we performed a parking-lot fuel-pump replacement. Not exactly the roadside repair adventure we had planned for our New England vacation—but it got us back on the road!

Looking back, the problem was preventable. We knew the fuel pump was suspect before we left home. We simply decided to see how long it would last.

Sometimes you get away with it. Sometimes you don't.

Our LBCs are a whole lot more fun when we don't have to worry about whether they're going to get us back home safely.

So, remember: **"If it ain't broke, don't fix it"** may sound like good advice, but when it comes to our old British cars, it ain't necessarily true!

Happy Motoring! -Ed



## Return of the British - 15th Annual

Rugby Car Show/Gathering, Our club's premier annual event, in cooperation with the Blount County British Car Club and the English Auto Society of Knoxville, was held on the 22nd of August in History Rugby, TN. It was by any measure a success. The numbers have been crunched and here are the impressive results. As you can see, we have a lot to be proud of. The planning for next year's event is already underway.

### Return of the British Car Show - 2026

| Income           |                   | Expenses       |                  |
|------------------|-------------------|----------------|------------------|
| Pre-registration | \$ 540.00         | Food           | \$206.13         |
| Same Day -Reg    | \$ 671.00         | Printing       | \$168.13         |
| Cook out         | \$ 143.00.        | Music          | <u>\$400.00</u>  |
| Swap Meet.       | \$75.00.          | Total Exp      | <u>\$774.26</u>  |
| Tea Table        | \$ 223.00         |                |                  |
| Coffee           | \$ 126.00         |                |                  |
| T-Shirts         | \$ 345.00         | Net Proceeds   | <u>\$9391.74</u> |
| Raffle           | \$ 550.00         |                |                  |
| People's Choice. | \$13.00           | In Kind        |                  |
| Sponsorships.    | \$1500.00         | Port-a-potty   |                  |
| Gifts            | \$1455.00         | Award Plaques  |                  |
| Silent Auction.  | \$1716.00         | Water          |                  |
| Other Sales.     | <u>\$2809.00</u>  | Beer           |                  |
|                  |                   | T-Shirts       |                  |
| Total Income     | <u>\$10166.00</u> | Breakfast Food |                  |

# **Goodwood Revival**

## **More Than a Vintage Race**

- Steve Phillips

I've been asked to write a three-part series about a recent ten-day trip to England that I took with members of the Foothills British Car Club of South Carolina. The trip came about almost by accident. The club needed two more people to fill out the group, so they contacted MogSouth. I happened to see the email and decided to go. It turned out to be one of those trips that makes you wonder why you hadn't done it years earlier.

The trip had three main components: visits to several automobile and transportation museums, a trip to Malvern to tour the Morgan factory and drive the new 2026 Morgan Plus 4, and two days at the Goodwood Revival.

I'll cover those in three articles, starting with Goodwood.

### **Goodwood Revival**

Goodwood Revival is three days of vintage racing held on the historic Goodwood circuit, on the estate of the Duke of Richmond. The racing covers cars from the pre-war era through 1966. But describing Goodwood simply as a vintage race meeting misses what makes it special.

The racing is serious—rock-solid racing. Where else can you watch vintage Formula 1 cars, '63 Ford Galaxies racing against Minis, Alfa Romeos and Jaguars, early Corvettes, Cobras and TVRs going head-to-head, with cars worth hundreds of thousands of dollars occasionally brushing sheet metal?

And then there is the Settrington Cup, where four-year-olds race Austin J40 pedal cars.

We saw one youngster who seemed to have taken the Smokey Yunick approach to preparation. The second-place finisher had actually taped his shoes to the pedals so they wouldn't come off.

That pretty much sums up Goodwood. The Spectators Are Part of the Show The racing is only half of the experience. One of the things that makes Goodwood unique is that vintage clothing isn't merely tolerated—it is encouraged. The result is an enormous, wonderfully overdressed crowd.

Women appeared as WWII-era high-fashion divas, mechanics, Rosie-the-Riveters and, perhaps, a few ladies of the night.

Vintage baby carriages were everywhere, and more than a few seemed to be carrying coolers of Scotland's finest. The men wore driving caps, tweed jackets, Fair Isle waistcoats and ties. I don't remember seeing a baseball cap. There were also men dressed as mechanics and representatives of practically every branch of the British military, including the Navy and RAF. It was difficult to decide whether to watch the track or the people.

And Then There Was Everything Else. The outfield and infield were packed with booths and displays. There were used vintage cars—DB5s seemed almost commonplace—along with pedal cars, vintage clothing and shoes, books, coffee and tea shops, and just about every kind of food imaginable, usually accompanied by chips.

The Indian curries were particularly good. There were bands everywhere, ranging from modern groups to heritage, pre-war and classic postwar performers. People danced in vintage clothing to vintage styles, and watching them was every bit as entertaining as watching the cars.

For anyone who needed a break from racing, there was the Revive and Thrive area, with demonstrations and instruction in vintage clothing, knitting, yarn, jewelry and other traditional crafts. One particularly interesting organization was the Heritage

Skills Academy, which offers apprenticeships in heritage vehicle craftsmanship, including both mechanical and trim skills. Seeing young people being trained to preserve these old cars was one of the more encouraging things I saw at Goodwood.

Friday: Practice Wasn't Exactly Boring. Friday was primarily practice for the weekend's races, but there were also several track parades. Among them were a Jack Brabham tribute, the Celebrazione Maserati, a Le Mans '66 parade featuring the three actual GT40s that finished first, second and third at Le Mans—the same cars and story made famous by Ford v Ferrari—and a Vespa parade.

Even on a practice day, there was plenty to watch.

Goodwood also has an unusual feature in its parking areas. A section is set aside for spectators who drive their own pre-1966 cars to the Revival. That produced another automotive show all by itself.

There were numerous pre-war Rolls-Royces, at least one Bugatti, a Hispano-Suiza, Healeys, Aston Martins, pre- and post-war Jaguars and an assortment of other British sports cars and saloons. And, again, DB5s were everywhere.

The Racing:

The variety of the racing is extraordinary. There were saloon cars that raced from 1960 to 1966 in the St Mary's Trophy—Alfas, Ford Galaxies, BMW 1800s, Cortinas, a Jaguar Mark II and Minis. The other races brought an equally remarkable collection of machinery:

- Stirling Moss Memorial Trophy — closed-cockpit GT cars that raced before 1963
- Brooklands Trophy — sports cars that raced up to 1939, including Bentleys, Talbots, Bugattis, Aston Martins and Alfas
- Lavant Cup — 1950s Maseratis and Ferraris

- Goodwood Trophy — Grand Prix and Voiturette cars from 1930–1951
- Richmond and Gordon Trophies — 2.5-liter Grand Prix cars from 1954–1960, including Cooper-Climaxes, Lotus-Climaxes, the Ferrari 246 Dino F1 and Maserati 250Fs
- Sussex Trophy
- Freddie March Memorial Trophy
- Whitsun Trophy — sports-racing prototypes from 1960–1966, including GT40s, McLaren-Chevrolet M1Bs and Lolas
- Glover Trophy — 1.5-liter Grand Prix cars from 1961–1965
- RAC TT Celebration — Cobras, Corvettes, E-types, Lister-Jaguar coupes, a Porsche 904, TVR Griffiths and others

And then, of course, there was the Settrington Cup.  
All of this was happening on the same historic circuit, with cars being driven as racers rather than museum pieces.

### Watching the Cars:

There were grandstands all around the circuit, but we spent much of our time walking to different viewing locations. We watched from the Lavant Straight Grandstand and the Chicane Grandstand. There were plenty of other places around the circuit where spectators could get close to the action.  
The "toffs" even had a couple of grandstands of their own.

But you didn't have to sit in a grandstand. Part of the fun was simply walking around the circuit, finding a different place to watch the next race and seeing what was happening in the paddocks and displays along the way.

### Why Goodwood Stayed With Me ;

I'd watched Goodwood Revival videos on YouTube for years. I was always astonished by the cars, the clothing, the crowds and the sheer amount of stuff going on.

But watching it on YouTube and actually standing there are two completely different experiences. At Goodwood, you hear the engines before you see the cars. You smell the racing fuel. You hear the crowd react when two cars get together. You can walk among the cars and see the people who brought them there. And then you look around and realize that you're standing in the middle of something that combines a historic race meeting, a British country estate, a huge vintage car show, a fashion show, a craft fair, a concert and a very large party.

Goodwood was a bucket-list event for me. Having finally been there, I could easily see going back—just for Goodwood.

<https://www.fineandcultural.com/my-post08c15e73> - This is a link to the 2027 British Car Tour if you are interested.



# SHOULD I, OR DO I REALLY NEED TO WINTERIZE MY RIDE?

Yes—if **your LBC is going to sit for several weeks or months, I would winterize it.** For a Little British Car, winter storage is less about “putting it to sleep” and more about preventing small problems from becoming big ones.

For a typical MG, Triumph, Austin-Healey, or similar LBC, I’d recommend:

- **Give it a good wash and dry** before storage, especially underneath.
- **Change the oil and filter** so old, contaminated oil isn't sitting in the engine.
- **Fill the fuel tank** and use an appropriate fuel stabilizer. Run the engine long enough for stabilized fuel to reach the carburetors.
- **Check the coolant** and make sure the antifreeze concentration provides adequate freeze protection.
- **Check brake and clutch fluid** and look for moisture or contamination.
- **Lubricate** the chassis, suspension, hinges, locks, and other points specified for your car.
- **Inflate the tires** to the upper end of the recommended pressure to reduce flat-spotting. If the car will sit for a very long time, jack stands can be

considered—but only if you're comfortable doing so safely.

- **Disconnect the battery** or, better yet, put it on a quality battery maintainer.
- **Don't set the parking brake** for long-term storage; it can stick.
- **Protect the air cleaners/exhaust openings** against rodents—but put a bright reminder on the steering wheel so you don't forget to remove the protection.
- **Use a breathable car cover** if the car is stored indoors. Avoid trapping moisture under a non-breathable cover.
- **Keep rodents out.** An LBC's wiring, upholstery, and insulation can make a very attractive winter home.

### **One thing I would not do;**

I wouldn't simply start the car every couple of weeks and let it idle for 10 minutes. That's generally not enough to bring everything fully up to temperature and can introduce condensation into the engine and exhaust.

If you're going to start it, **drive it long enough to get thoroughly warmed up**—assuming weather and road conditions permit.

## **And there's a very British-car reason to winterize...**

An LBC can sit perfectly contentedly in the garage for months and then announce, on the first beautiful spring afternoon:

"Remember that little hose you meant to replace?"

That's why winter storage is actually a great time to **inspect and replace the age-sensitive things**—rubber hoses, belts, fuel lines, wiring connections, tires, seals, and anything showing corrosion or fatigue.

-Ed







