



Abingdon Rough Rider Review

July 2010

Vol. LII(52) no. 7

President –

Terry Sanders

Vice President -

Jeff Stobbe

Activities Director

Linda Chalmers

Secty/Treas/Newsletter Editor-

Allan Chalmers

Eminence Gris

Bill Traill

Sunday July 18

Marin tour

We didn't schedule a tour for July because of GoF, but how many of us are going? So let's have a western Marin tour. Meet at the Sausalito Spencer Ave exit from Hwy 101 at 9:30, leave by 10. Simple tour, maybe eat at the Cheese Factory

The other July Event is

the GoF at Big Bear, July 13 – 16

You can always sign up late either with a form from a previous newsletter or <http://www.gofwest.com/events.htm>

Sunday, August 22

Sausage Run

This was to have been a tour to Aptos on August 1, but that wasn't going to work out so we will move it back in the month. Stay tuned!

Our web site: www.abingdonroughriders.org

Coming Events *(italics for non-ARR events)*

July 13 – 16

GoF in Big Bear CA –

application has been in the last two newsletters or is on the web site

August 21 –

Stay tuned for more info next month

September ? –

Bolinas – Susan Frank will welcome us, at a date to be decided, at “The Barn”

British Car Day Brisbane is cancelled this year – see further on

October 1/2/3 –

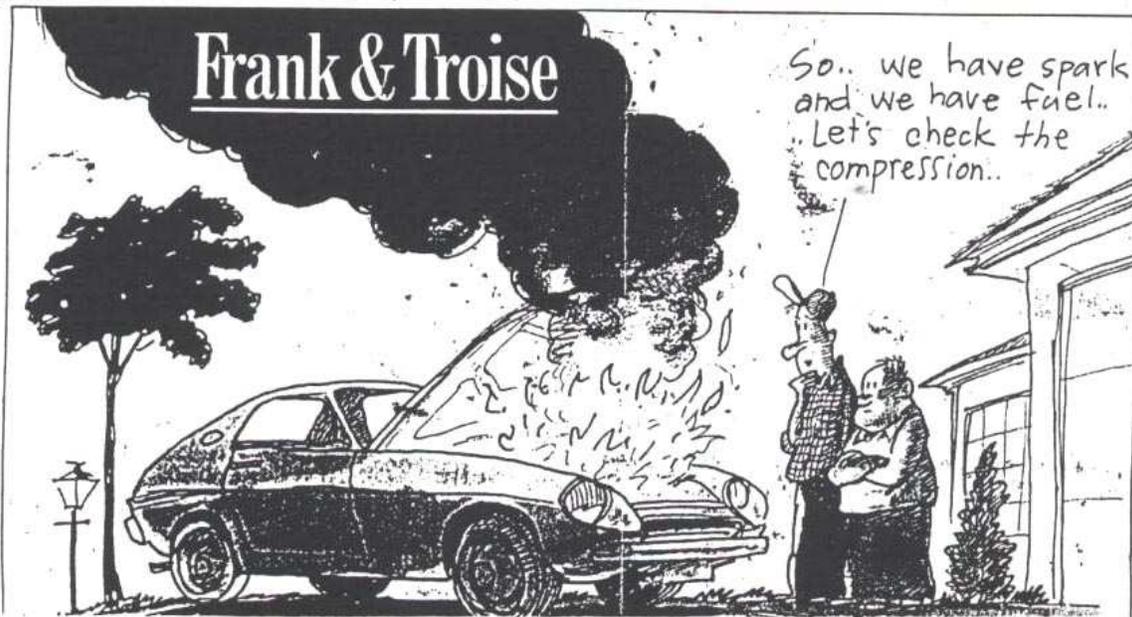
Conclave – The Narrow Gauge Inn on Hwy 41 above Oakhurst and four miles from the Mariposa gate to Yosemite – write-up attached and on the web site

November ?–

A tour of Sonoma with a stop at Dick & Rochelle Nyquist’s barn of cars

December ?–

Holiday Party at the Swackhamer’s in San Jose – more to come



Conclave Update

Thus far we have 26 people signed up for the Conclave. Don't forget to reserve. (The cheaper rooms are all taken). Those signed up are:

Sanders, shempp, Marcotte, Crandall, Storms, Chalmers, Pohle, Tuck, Traill, Swackhamers and new members Brian and Jane Sonner - and from the TCMG: Glass, Roth, Simon, Einhorn, Pedersen, Coleman Sure would like to have a few more! I will be asking for money in August.

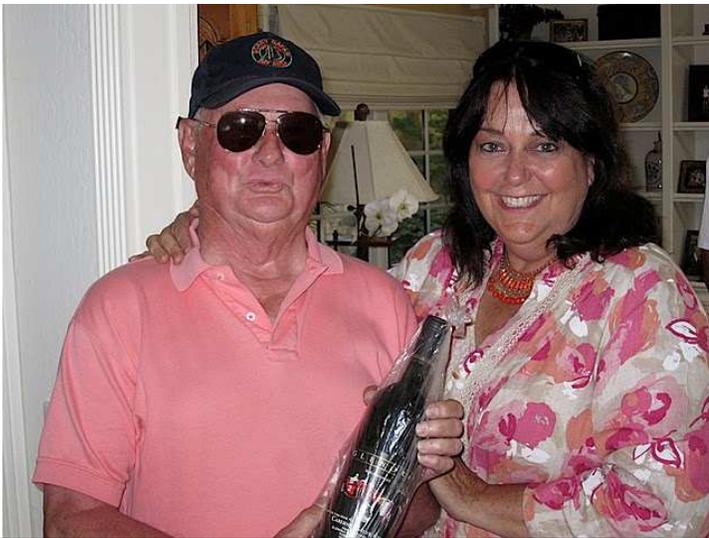
Diablo Run

We had a small band of rally professionals (hah!) turn out for a diabolic rally put on by the Sapersteins: Storms, Chalmers, Marcottes, Norman Tuck in TCs, Terry and Cindy in an Alfa. Syd's was there at the send off. Member Bob Zeman came by to say hello.



Syd trying convince Norman the rally is do-able

As luck would have it, the people in the "furrin" car won



The prize: a Bottle of TC wine

Part of the route is over the Morgan Territory road, a great TC adventure, except quite a bit of it is one way, so there is not brisk driving.

At the end, when we all finally got there, a fine repast awaited us.

Many thanks for the rally Syd, even though not many got to the end without assistance.

Bob Moore's TC

Jim Silva is finishing up the interior and canvas and the car is headed for France to its new owner.

Bob and Bev have settled into their new digs in Austin and they don't want their old friends to forget them. Addresses are:

Bob Moore room 269
The Pavilions at Great Hills
11819 Pavilion Blvd
Austin, TX 78759

Bev Moore
414 Marina Village Cove
Lakeway, TX 78734
Brmoore41@gmail.com

Our Vice President's steering Wheel



Colleen and Jeff Stobbe are on the road to continue on America's and Canada's water ways. Above is the cabin of "Loon", below, camping on the way to launch



Starting at the tip of Lake Huron and going on the Trent-Severn & Rideau Canals to Ottawa, on to Montreal, down Lake Champlain, the Hudson River, and the Erie Canal ending at Buffalo

Another TC changing hands

Norman Petersen has reluctantly sold his TC. He bought the car back after 45 years and has been assembling the missing bits and having it restored as a real MG TC with proper patina. Unfortunately he is not going to be able to see it through and offered it as a project car. It has been sold to:

New Member!

Jeff Loughlin
P.O. Box 693
El Granada, CA 94018

The car has had quite a bit of work done and should be an easy assembly. Jeff has a lot of knowledge of our cars and is raring to go!



Don Wasserman's C Replica

Norman Tuck and I shepherded the car into a car hauler for the trip to Florida, to new owner Rick Carr. That's all of Don's collection except for two motorcycles.



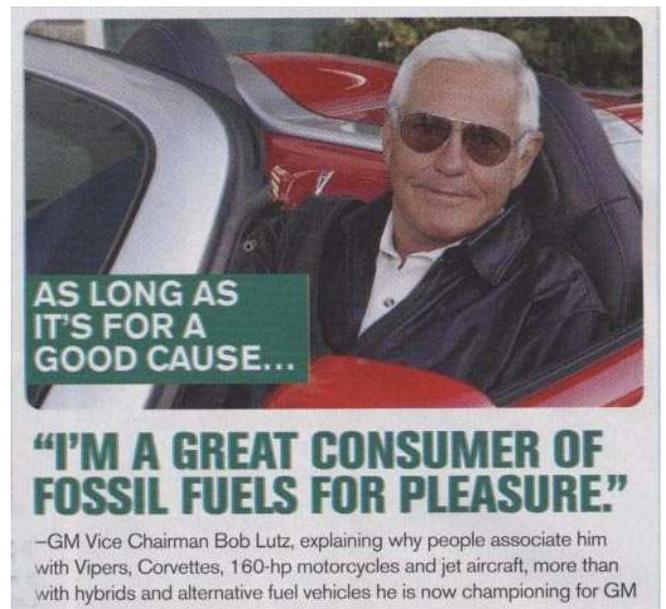
Yours truly extracting from the C replica after rolling down very steep Webster Street - with assistance from Norman Tuck (that's not Norman)

British Car Day is no more

A note from Rick Feibusch, who has put on these events for 33 years:

The costs have gone up and the attendance has gone down and there are no more sponsors to make up the difference - Palo Alto was a special circumstance. I knew people in PA Park and Rec from High School (I grew up in Menlo Park) and they were easy to work with. Eventually, they retired (I did that show for 30 years) and the new people first started adding fees and requirements, then just shut us down - no more cars on the lawn. The Shopping Center was also getting touchy about using their lot for spectator parking.

Brisbane was an experiment - the first year we paid all of the fees and after it was over, we about broke even - the second year, we did it for free, sort of as a farewell party, and Brisbane paid or waived the fees. I paid for everything else out of pocket and the Yacht Club and Lions Club made thousands with the food and local sponsorship... The problem was that even for free, only 260 cars showed up and I was only able to get 3 sponsors who covered the cost of the band.



Former member Bob Lutz is, we believe, well and truly retired from various auto manufacturers!

PVC LUGGAGE RACK VINDICATED!

Faithful readers of Allan's monthly masterpiece ROUGH RIDER REVIEW may recall last Fall when the much vaunted (and cheap!) PVC luggage rack was presented. Then, a month later, another report when it had failed with a couple of joints pulling cleanly apart. Boo. Hiss. A pox on PVC luggage racks sayeth ye all.

Turns out I had not properly primed the joints before gluing them. Who knew? David Edgar was kind enough to give me a primer (pardon the pun) on what I did wrong.

And... Not satisfied with properly priming and gluing the faulty joints, I then took two long steel rods I had, cut them to size, drilled the corners of the PVC front to rear. Cut threads, inserted rods inside pipes and tightened nuts to pull things together.

Last time-- when it failed-- I had been using bungee cords to hold the large 45 lb. rolling duffel to the rack. Aha! Not this time. Got two thin, ratcheted tie-downs. Hooked around the spokes of the spare and then ratcheted down snugly, this not only held the bag securely, but also put front to rear tension on the rack*. The bright orange color helped the car be more visible from the rear. See pics.

The result? Just got back from a small three day, two night tour with two other TCs and a TF. About 300 miles in total. Rain and thunderstorms expected the whole three days. Rained just slightly coming home. Top was up just in case, as "violent" weather was expected today, but didn't show. A pox on weather forecasters! (Second time top was up in 13 years.)

THE RACK WORKED SPLENDIDLY!

*(No owner, rack, luggage or contents were injured in this production.)



LOW OIL PRESSURE WARNING DEVICES FOR A TC

By Norman Tuck

I saw the pool of oil in the driveway. The oil line held for forty miles until just about a thousand feet from home, and the engine was still OK. For me, the trip ended a 40-year period between TCs. For the car, the trip ended a long period of isolation inside a storage unit.

Since then I've always worried about an abrupt loss of oil pressure. I realized that at highway speeds, even though I regularly glanced at the gauge, severe engine damage would probably take place if I lost pressure for even the brief period between glances.

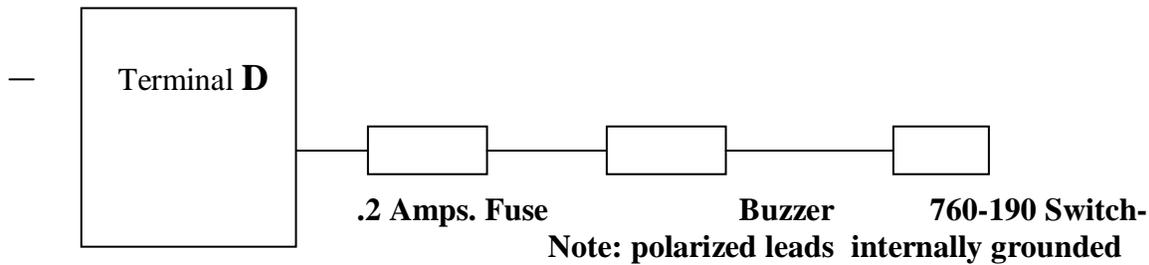
Note that since the generator directly powers the warning device, the buzzer sounds only when the engine is running and there is low oil pressure. The buzzer also offers a brief, reassuring note before the oil pressure builds up each time the engine is started from cold,

Parts:

- Moss part 180-245 (Connector –oil pipe to hose): this three-outlet block directly replaces the existing block. It has the same threads and mounting tab as the original. It is made for later MGBs, but, unfortunately, is no longer available directly from Moss. I got it from Atlanta Imported Auto Parts, Inc. (www.englishparts.com), phone 404 299-5775, \$18.00.
- Moss part 760-190 (Switch, single prong oil pressure sending unit) also from Atlanta Imported Parts, \$4.48. This switch has a single, 1/4 in. spade terminal and is chassis grounded through its body.
- 12-volt buzzer from Radio Shack.
- In line fuse holder and .2 amp fuse, also from Radio Shack.
- 16 Gauge stranded automotive wire and a female spade connector.

Installation:

The 180-245 connector directly replaces the existing brass connector, going between the copper tube from the pressure gauge and the flexible oil pressure line from the engine. The new block has a similar mounting tab and a third outlet for the switch. I simply unscrewed the oil lines from the old block and, after mounting the 180-245 onto the firewall, reattached them to the new connector. I then installed the switch into the center outlet, using Teflon tape on all joints. I then mounted the little buzzer onto the firewall inside the car.



Regulator

Wiring Diagram

Wiring:

The circuit is simple. A wire leads from the "D" (Dynamo) terminal on the voltage regulator to an inline fuse holder. Then, a wire runs from the fuse holder to the buzzer mounted within the cabin of the car. From there a wire runs to the 760-190 switch, using a 1/4 inch, female spade connector.

Note that the buzzer is polarized, and leads must be wired correctly to the corresponding positive (red) and negative (black) poles. This varies, depending on whether your car is positive ground or has been converted to negative ground.

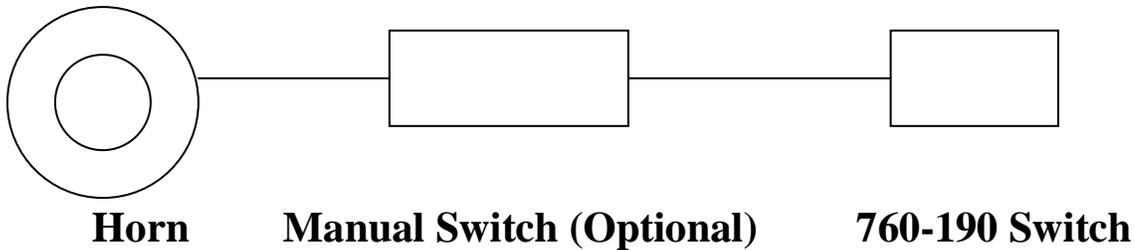
I added a momentary push button wired between the buzzer and ground, inside the cabin. This allows me to test the entire device by pushing the button to hear the buzzer.

Another interesting alternative would be to utilize the fog lamp switch to power the buzzer. Then the fog lamp switch would act as a manual override switch, so that the fog lamp and warning device could be turned together whenever you are driving.

A Quick and Dirty Alternative with Burglar Alarm:

Note: I have not tested this alternative and it may not work, and may cause damage.

The 760-190 switch could be wired directly to the horn button terminal on the horn. Thus, since the horn button works by grounding the horn, the horn would blow whenever the ignition switch is on and there is no oil pressure. This could be annoying when you go to start the car, but a second, toggle switch could be mounted in the cockpit so that you could manually turn on the warning device only when you are actually driving. In addition this set up would act as a burglar alarm. The horn would blow whenever someone activates the ignition system without turning off your “secret” override switch.

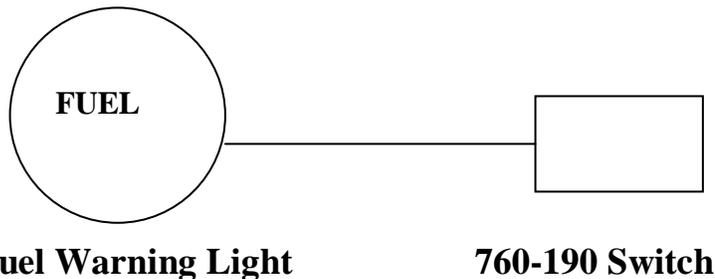


Wiring Diagram - A Quick and Dirty Alternative

Alternative Utilizing the Fuel Warning Lamp:

Note: I have not tested this alternative and it may not work, and may cause damage

The 760-190 switch could be easily wired directly to the fuel level warning light at the terminal leading to the sending unit. Thus, the light would come on whenever the ignition switch is on and there is low oil pressure.



Wiring Diagram - Another Quick and Dirty Alternative

Acknowledgement: I want to thank Allan Chalmers and TA - Terry Sanders for their suggestions, as well as those innovative members of the T-ABC list, whose names I can't track down, who came up with the ideas of connecting to the dynamo terminal and using the fuel warning light.

MG TC Gas Cap Trigger

The TC gas tank continues to be one of those troublesome areas of restoration. Original tanks are in short supply, replacements are low quality, replacement caps are not available and many parts for original filler caps are non-existent. Now another gas tank component has surfaced on the TC “endangered species” list – the TC Gas Cap Trigger.

As always, it is prudent to first review the evolution of the parts and identify specific production changes made. Let’s start with the pre-war trigger. It was different than what most owners expect to see today. It had the word “PRESS” on it instead of the “MG” logo. However, it is rarely understood that the majority of the TC production also used this PRESS trigger. That’s right! The PRESS trigger was a holdover from the pre-war T-series and used continuously through about TC6000. That means 60% of TC’s should have the PRESS trigger. The transition to the “MG” logo on the trigger was a mid-TC production change, one of many subtle changes in 1948. This follow-on “MG” logo trigger was then used throughout the remainder of the T-series production.

However, there was one last production change to the trigger that has forced the “TC” trigger onto the endangered species list.

At the end of the TC production the gas tank filler was changed from a brass neck to steel neck filler. This steel neck filler was used throughout TD and TF production. The new filler neck had a different profile at its base resulting in a needed change to the trigger. “Feet” were added to the trigger as a mechanical stop to prevent the trigger from stopping on the painted top of the tank. This has created a problem for pre-TD owners. The later trigger does not work on the TABC tank.

I have discussed this problem directly with the manufacturer, who supplies this item for all major suppliers. (Moss included). The manufacturer was not aware of the incompatibility and had just completed a major production run of the later trigger. There is currently no effort to retool for the proper TABC trigger.

(Note: It is commonly understood that the gap for replacement TC parts is filled with items that are common to the TD & TF. This is for obvious reasons. There is a higher demand for parts for the later type models. however, this “one size fits all” mentality does not always work. This issue with the trigger is a clear example.)

The solutions are limited to resolve this global shortfall. First, if you have a trigger, send it to the chrome shop and be happy you have one. An interim solution is to use the later trigger but you will have to cut the “feet” off of it. Finally, if you do not have a trigger and want to do it right, let me know. I am exploring the prospects of producing a small batch of both the TABC “PRESS” trigger and the TC “MG” trigger, to help those in need.

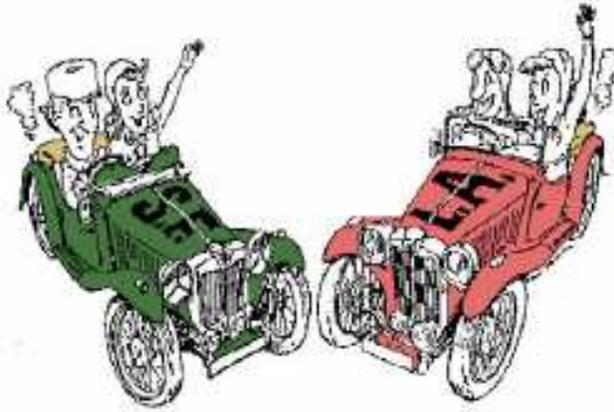
As always, I welcome comments. Please contact me directly to talk through any questions or issues you may need help in resolving. Doug Pelton 602-690-4927 or Doug@FromTheFrameUp.com

A TC For Sale

I looked at and drove a nice EXU TC, a very late number (TC 10120 and XPAG 10831), in Belvedere the other day. Newly rebuilt engine and front suspension. A nice car, without EXU bumpers, that would need a paint job to be primo. Leather virtually new, canvas likewise but with some stains. Asking \$32K but that’s not realistic and is a soft price. Call Larry Mathews, 415 999 2362

At the same time, Mike deSoto met a guy looking for a T Type, Tom Gano, at mosswoodcu@aol.com so I’ll let him know! You do likewise if you have a nice car for sale!





54th Annual ARR / TCMG Conclave

October 1-2-3 2010

At the Narrow Gauge Inn in Fish Camp, near the Mariposa Gate to Yosemite

Reservations need to be made through Allan - allanchalmers@yahoo.com
or Linda - lichalmers@yahoo.com (or call 415 566 9796)

There are 17 rooms taken and nine left at \$166 per night inclusive of tax and breakfast. These are the fall rates. The meal is described on the next page and is \$60 per person. This is a served, not buffet dinner and the Inn is noted for their food.

We will ask for payment in August , but please let us know by august 1 if you are planning on coming . If the price is too rich, there are motels in Oakhurst that are less expensive, including the Yosemite Gateway Lodge where we stayed two years ago.

Also indicate if you are interested in the Narrow Gauge train ride.

Please don't reserve through the Inn – we are taking the monies and paying the Inn

Please check the narrow gauge inn web site
www.narrowgaugeinn.com
and the Yosemite Mountain Sugar Pine Railroad
www.ymsprr.com

ARR / TCMG 54rd Annual Conclave Oct 1-2-3

Narrow Gauge Inn, Fish Camp

Saturday Night Menu

FIRST COURSE: Fresh Garden Salad with Balsamic Vinaigrette or Soup Du Jour (One chosen in advance)

MAIN COURSE: Choice of:
Prime Rib with Garlic Mashed Potatoes
Chicken Marsala with Garlic Mashed Potatoes
Fresh Salmon with Rice Pilaf
Pasta Provencal (vegetarian)
 Lamb Shank with Garlic Mashed Potatoes
 Entrees include:
 Seasonal Vegetables
 Sourdough and Wheat Bread, Butter and Oliveri Sauce
 Choice of Coffee, Teas, Milk or Soft Drink

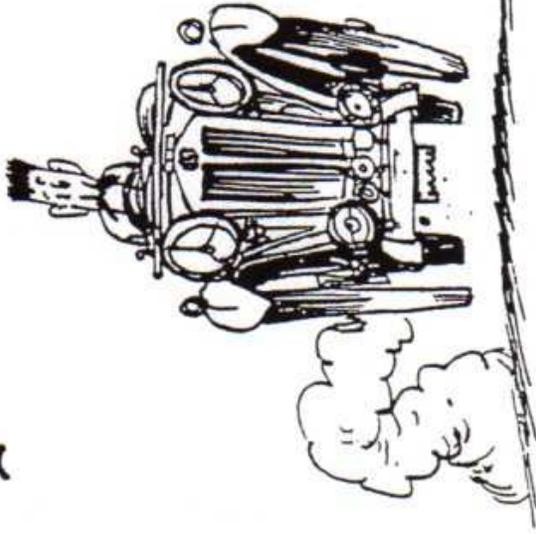
DESSERT: Cheesecake with Raspberry topping

Car and Truck Invoice			BRITISH MOTOR CAR DISTRIBUTORS LTD.																				
			1800 Van Ness Ave. PProspect 6-5120 SAN FRANCISCO, CALIFORNIA			1513																	
			Sold To: Norman V. Petersen Address: 745 Garland Dr. Palo Alto, Calif.			Date 4/10/58																	
Salesman: Fieldhouse																							
MAKE	MODEL and BODY	NEW or USED	SERIAL No.	MOTOR No.	STOCK No.	KEY NUMBERS																	
1949 MG	Rdstr TC	used		XPAG8203	6308	IGNITION	TRUNK	GL. COMP.															
Insurance Coverage Includes <input type="checkbox"/> Fire and Theft <input type="checkbox"/> Collision —Amount Deductible <input type="checkbox"/> Public Liability —Amount <input type="checkbox"/> Property Damage —Amount					*Price of Vehicle Transportation Charge Optional Equip. and Access.		1295.00																
Optional Equipment and Accessories <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Identification Number</th> <th style="text-align: left;">Description</th> <th style="text-align: left;">Price</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>					Identification Number	Description	Price													Total Lic. 2.00 Sales Tax 1% city 12.95 3% state 38.85 Total Cash Price 1348.80 Cost of Insurance Cost of Financing Total Time Price			
Identification Number	Description	Price																					
Settlement: Deposit 50.00 Cash on Delivery 800.00 Used Car:— Type Serial No. Motor No. Payments of \$ 91.55 B of A 567.90 600.00							498.80																
					Total		1348.80																
*Show Factory Delivered Price For New Car or New Truck.																							

Read and weep. Note especially the taxes.
Thanks to Norman for this historical document from his trove



ABINGDON



ROUGH RIDER • REVIEW •

Abingdon RoughRider Review
1231 12th Avenue
San Francisco, CA 94122

First Class Mail

Dedicated to the perpetuation of the MG TC.