



# Abingdon Rough Rider Review



November 2013

Vol. LV(55) no. 11

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Eminence Gris

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**Rick Storms**

Don't forget:



**GoF West**

Carefree, Arizona October 28 thru the 31<sup>st</sup>  
Check the web site for registration

[www.gofwest.org](http://www.gofwest.org)

## Dinner at Original Joe's San Francisco – Sunday Nov 17, 6pm

601 UNION STREET  
(between Stockton & Columbus)

Our esteemed Activities directors are requesting a count of folks who would plan to go to this dinner. It's a terrific restaurant, in the location of the old Fior d'Italia in North Beach and we will have a private room. The cost will be \$60 per person

We have 25 signed up and room for five more!

Marcotte, traill, miller, Storms, Stobbe, Sonner, Taylor, Sanders, Shemmp, Tuck, Young, Frank & Hill, Chalmers

Please contact Linda at 415 823 3267 or [lichalmers@yahoo.com](mailto:lichalmers@yahoo.com) or Elizabeth at 707 431 1092 or [elizabethsue@comcast.net](mailto:elizabethsue@comcast.net)



There is valet parking if needed

**Note: there is space in our reserved room for a few more folk – please let Linda know if you would like to join our festivities!**

## **An advisory from our webmaster**

For those receiving the web version, remember, you can contact your esteemed officers by clicking the “About Us” link and clicking on the name of the officer. This protects us from malefactors!  
On the Events page, each month's event includes three icons. One is to email the host, one is a link to a Google map that shows the starting point of the run, and finally, one to show weather conditions. – Rick”

*If you'd like to drop the printed version and read this on the web site let me know*

## **Coming Events**

**Monday thru Friday October 28 – November 2**

**GoF in Arizona – who's going?**

**Sunday, November 17**

**Original Joe's – room for more! Linda 425 823 3267**

**Saturday December 14**

**Holiday Party – at the Taylor's in Healdsburg see info further on.**

**January** will of course see the annual meeting with elections and event planning. Stay tuned.

### **Missive from the desk of your president.**

Our trip south to the Conclave was a prime example of the fortitude of the group and the resourcefulness necessary to keep our cars on the road. It is difficult for me to explain to individuals outside our group what transpired that weekend. I mentioned to several that there was a broken half axle en route which was changed out quickly without the necessity of outside intervention. Several asked, “Who carries a half axle?” My answer was, “Those who have experience with broken ones and see the logic of carrying one for such a situation.” That was only one of several situations which required the combined skill and “rolling inventory” of the group. Well done all.

The Conclave was very well planned with an excellent drive and plenty of time for all of us to hang out and catch up with our southern friends. Again, it is not an easy task to describe to outsiders that this event was number 57 and that they will continue for much longer. Gathering continues to be about the people.

Next month we will be having “Dinner at Original Joe's San Francisco. There is still room for a couple more so please sign up and join Jane, Cruz and me and the rest of the group.

Brian

## 57<sup>th</sup> Annual Conclave results



**The Sunday morning line-up – Number 57**

It was an exciting conclave, particularly for me.  
(More anon)

The Chalmers and Storms TCs set out from SF, headed to Morgan Hill where other folks soon arrived: Sonner, Swackhamers, Marcottes, Shemmps and Bill Traill-in luxurious comfort, his TC still being upgraded, engine-wise. The Stobbe's headed south on Hwy 1 and Betz Miller and Cindy Weiss were coming later.



The second Conclave – notice all the cars are quite dirty – Earl Sargent of TCMG on the left, Glenn Wilson of ARR on right

We set off down 101 to turn off at Hwy 25 for a crowd-free run to King City, but didn't get far before the Chalmers TC broke an axle – another axle! Seems the original splined axle I used – waiting for my correct tapered axle from the machine shop - to replace the previous broken one had an internal crack and it snapped off at a stop light. Fortunately at the hub end. I had another and we changed it in a short time. Always have an axle, hub, knock off with you. The knockoff needs a hole drilled in one ear and a length of wire to secure it, in

case it's the wrong side. You also need to carry a long metal rod to drive the broken axle out. All bets are off if it breaks on the inside, then you have to take the ring & pinion out.

Continuing on down without further incident, we met up with the TC Motoring Guild at the Apple Farm in San Luis Obispo – about a block away from the location of the first annual Conclave. Cindy was already there with her new Chevy Volt, which she exulted over! Also arriving separately were the Matlocks and recently moved to Solvang members John & Linda Wright in their TC ( John owns Don Wasserman's NA, which he seems to have nicely sorted).



We had the requisite cocktail party and tire kicking, followed by dinner and then heard from Betz Miller, who had blown out her radiator in Morgan Hill. She was accompanied by Mark Medynski and wife Denniele and daughter Honoria, who are TC and Y type owners, recently moved to Napa. I advised Betz to truck the car home rather than try to find someone at that time Friday nite to fix it, but she got it to Union Jack, a British shop in San Martin, where Johnny and Marcello labored over it (she was retrieving it this week).

Saturday saw the group head off to see the sights around SLO, including a restored light house at Avila Beach.



There was also a trip to Jaguars Unltd where a rally was taking place (Dave Reid of TCMG was stricken with the need to buy a Jag while there!).

However, some of us hung around to either assist (or kibitz) Rick in replacing his water pump. He and I went off to the other British shop in SLO for some needed bits. There was a TC for sale there, as well as a lot of Brit cars.

**Check the web site for lots more pictures!**

### *My Other Car is a Jag XK 150*

Dave Reid always wanted a Jag XK. During the Conclave, the Jag bug hit hard. Probably something to do with visiting XK's Unlimited and their car show, where a pretty red one was for sale. Well, David & Terry bought it. So who drove the Jag home and who drove the TC?

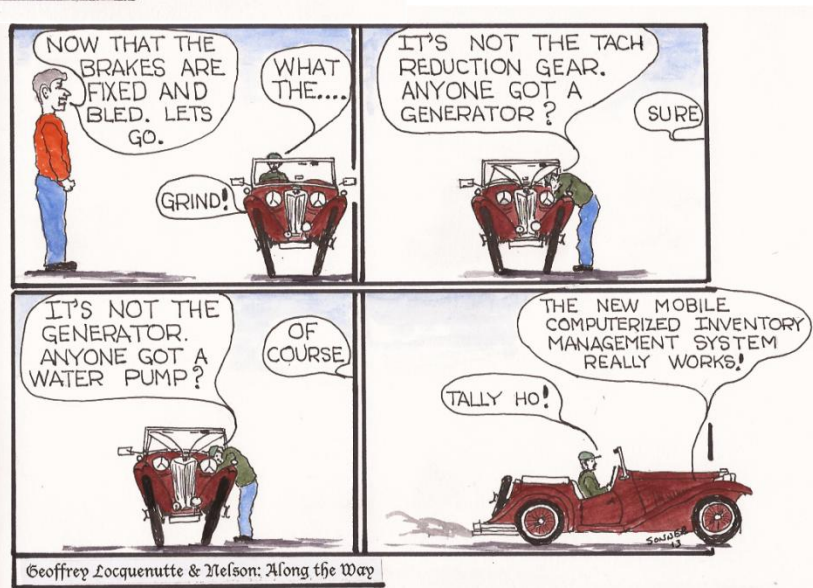
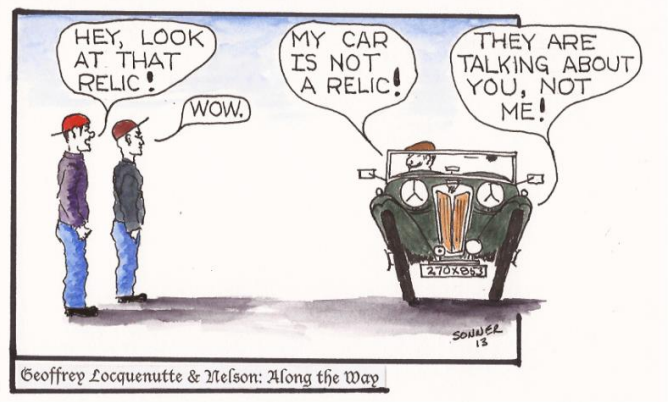
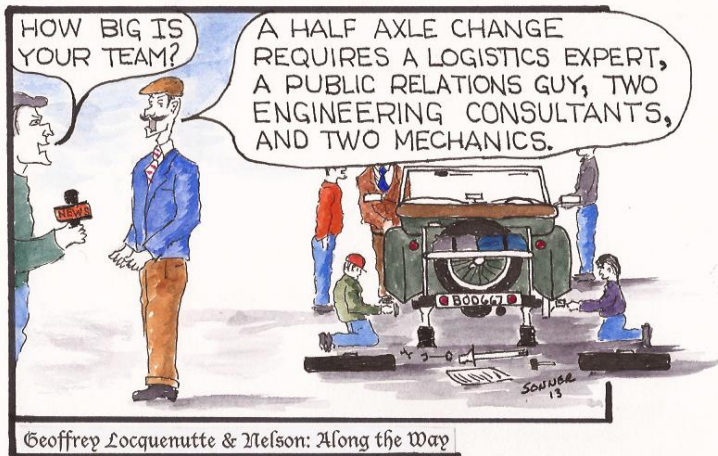


Rick and Bill are seen below on the left, on an Easter egg hunt for the illusive rattle, which turned out to be the water pump. The second photo has been labeled "Hobos" by some, but they were only looking for a bottle cap.



The banquet went off well, after yet another cocktail party. Steve Simmons of TCMG did a great job on the whole event. His Linda wasn't there because of back surgery, so Steve had his hands full.

The Sonners and Storms left first Sunday, others followed and with Swacks, Marcottes, Trill, trailing, the last contingent moseyed out and up the Cuesta Grade. Not too far along, danged if that same corner of my TC went flat. Took care of that and continued on. 'Twas a long driving weekend. All arrived safely.



## **Graham Hore, “down under” writes, after mounting the ARR badge:**

Mine is a TC built for touring with 4.625 CW & P, 16 inch wheels, TR2 bucket seats and NSK steering box. Very comfortable on the 1,500 mile trips we sometimes do.

I have a "Club Permit" plate on the car which allows me to use the TC for 45 days a year, as long as I fill out a log book.

It only costs me about US\$60 a year versus normal full registration & third party insurance of US\$570, a hell of a saving.

(If I need, I can extend this to 90 days for a small extra charge.)

Three of us, all with cycle guarded red TC's are off in six weeks on another "Old Farts" run of about 1,200 miles, calling in at one of our historic aircraft museums at Temora in New South Wales, <http://www.aviationmuseum.com.au> - going for river cruises on an historic electric ferry and on "Curlip" a replica steam driven paddle wheeler.

Not to mention the "Miles of Smiles" we will all have driving our TC's!

Copious bottles of red, (singing syrup) will be plundered plus we are driving home down the East coast of Australia where they grow the best oysters in the world, - "Sydney Rock Oysters" - many dozens will be consumed - "au natural" of course.

The weather should be magnificent as we will be in spring here at that time.



**There's our badge**



**Terrific looking “Aussie Road Haulers”  
(the cars and the drivers)**

Ed. Note: I certainly like that club permit” thing, allowing them limited use for cheap. Too bad we are stuck with paying the full price. At least we can get good insurance coverage for a decent price.

## An early newsletter

Terry Sanders and I are off to GoF in Carefree AZ Sunday, October 27 so I am getting a newsletter out a little early. Next month: all the gory details.

## For Sale

Two TCs: Glenn & Betty Binford's car, in their daughter's care for many years, is available. Details at the TC Motoring Guild's web site [www.tcmotoringguild.org](http://www.tcmotoringguild.org)

Earl Sargent's TC, which has been in Earl's son's care for many years also. Earl is pictured in the second conclave photo. The car apparently needs some "tidying". Details from Larry Sargent,

Earl Sargent's black MG TC, 1947 or 1948  
License #PZK811, last registered March, 1993  
Has all its "stuff", paneling, steering wheel, tires  
wire wheels Convertible top in O.K. Shape  
Needs a great deal of "TLC"  
Contact: Larry at 818-667-2322  
e-mail: [plsargent@sbcglobal.net](mailto:plsargent@sbcglobal.net)

Earl raced this car into his 80s. He was a class act. I went by his place many years ago in LA and there in the garage sat a type 57 Bugatti. Oh my, I bet he sold it for peanuts.

## New Member

**Doug Kniff**  
**518 Ada Drive S.E.**  
**Ada Michigan 49301**

Doug reports that his club badge is nice, but he kinda likes ours. He also owns an SA Tickford.



## The End of Car Culture

Carl Iwasaki/Time & Life Pictures — Getty Images

Teenagers in the parking lot of an A&W drive-in in Hutchinson, Kan., in 1959. →

By ELISABETH ROSENTHAL

Published: June 29, 2013

PRESIDENT OBAMA'S ambitious goals to curb the United States' greenhouse gas emissions, [unveiled last week](#), will get a fortuitous assist from an incipient shift in American behavior: recent studies suggest that Americans are buying fewer cars, driving less and getting fewer licenses as each year goes by. That has left researchers pondering a fundamental question: Has America passed peak driving?



The United States, with its broad expanses and suburban ideals, had long been one of the world's prime car cultures. It is the birthplace of the Model T; the home of Detroit; the place where Wilson Pickett immortalized "Mustang Sally" and the Beach Boys, "Little Deuce Coupe."

But America's love affair with its vehicles seems to be cooling. When adjusted for population growth, the number of miles driven in the United States peaked in 2005 and dropped steadily thereafter, according to an analysis by Doug Short of [Advisor Perspectives](#), an investment research company. As of April 2013, the number of miles driven per person was nearly 9 percent below the peak and equal to where the country was in January 1995. Part of the explanation certainly lies in the recession, because cash-strapped Americans could not afford new cars, and the unemployed weren't going to work anyway. But by many measures the decrease in driving preceded the downturn and appears to be persisting now that recovery is under way. The next few years will be telling.

"What most intrigues me is that rates of car ownership per household and per person started to come down two to three years before the downturn," said Michael Sivak, who studies the trend and who is a research professor at the University of Michigan's Transportation Research Institute. "I think that means something more fundamental is going on."

If the pattern persists — and many sociologists believe it will — it will have beneficial implications for carbon emissions and the environment, since transportation is the second largest source of America's emissions, just behind power plants. But it could have negative implications for the car industry. Indeed, companies like Ford and Mercedes are already rebranding themselves "mobility" companies with a broader product range beyond the personal vehicle.

"Different things are converging which suggest that we are witnessing a long-term cultural shift," said [Mimi Sheller](#), a sociology professor at Drexel University and director of its Mobilities Research and Policy Center. She cites various factors: the Internet makes telecommuting possible and allows people to feel more connected without driving to meet friends. The renewal of center cities has made the suburbs less appealing and has drawn empty nesters back in. Likewise



the rise in cellphones and car-pooling apps has facilitated more flexible commuting arrangements, including the evolution of shared van services for getting to work.

With all these changes, people who stopped car commuting as a result of the recession may find less reason to resume the habit.

On top of that, city, state and federal policies that for more than half a century encouraged suburbanization and car use — from mortgage lending to road building — are gradually being diluted or reversed. “They created what I call a culture of ‘automobility,’ and arguably in the last 5 to 10 years that is dying out,” Ms. Sheller said.

New York’s new bike-sharing program and its skyrocketing bridge and tunnel tolls reflect those new priorities, as do a proliferation of car-sharing programs across the nation.

Demographic shifts in the driving population suggest that the trend may accelerate. There has been a large drop in the percentage of 16- to 39-year-olds getting a license, while older people are likely to retain their licenses as they age, Mr. Sivak’s research has found.

He and I have similar observations about our children. Mine (19 and 21) have not bothered to get a driver’s license, even though they both live in places where one could come in handy. They are interested, but it’s not a priority. They organize their summer jobs and social life around where they can walk or take public transportation or car-pool with friends.

Mr. Sivak’s son lives in San Francisco and has a car but takes Bay Area Rapid Transit, when he can, even though that often takes longer than driving. “When I was in my 20s and 30s,” Mr. Sivak said, “I was curious about what kind of car people drove, but young people don’t really care. A car is just a means of getting from A to B when BART doesn’t work.”

[A study last year](#) found that driving by young people decreased 23 percent between 2001 and 2009. The millennials don’t value cars and car ownership, they value technology — they care about what kinds of devices you own, Ms. Sheller said. The percentage of young drivers is inversely related to the availability of the Internet, Mr. Sivak’s research has found. Why spend an hour driving to work when you could take the bus or train and be online?

From 2007 to 2011, the age group most likely to buy a car shifted from the 35 to 44 group to the 55 to 64 group, he found. Whether members of the millennial generation will start buying more cars once they have kids to take to soccer practice and school plays remains an open question. But such projections have important business implications, even if car buyers are merely older or buying fewer cars in a lifetime rather than rejecting car culture outright.

At the [Mobile World Congress](#) last year in Barcelona, Spain, Bill Ford, executive chairman of the Ford Motor Company, laid out a business plan for a world in which personal vehicle ownership is impractical or undesirable. He proposed partnering with the telecommunications industry to create cities in which “pedestrian, bicycle, private cars, commercial and public transportation traffic are woven into a connected network to save time, conserve resources, lower emissions and improve safety.”

While President Obama’s efforts to reduce emissions will benefit from Americans’ reduced interest in driving, China’s leaders will have no such luck: there, personal car ownership is growing by more than 10 percent annually.

# ARR Holiday

## Dinner and Brunch

\* Saturday, December 14<sup>th</sup> \*

Dinner: 5:30pm

\* Sunday, December 15<sup>th</sup> \*

Brunch: 10:00am

(10:00 walk or kick tires  
11:00 brunch served)

Please bring wine or a beverage of your choice.

Also, cookies for dessert on Saturday evening would be appreciated.

734 Brown St., Healdsburg

RSVP by Dec 1st [johnni42@comcast.net](mailto:johnni42@comcast.net) (707.431.1092)

Accommodations: Dry Creek Inn ~ A block of rooms have been set aside.

Standard: \$109.00

Upgrade (?): \$129.00

These rates are good until October 13<sup>th</sup>.

Reservations: 707.433.0300 under "ARR"

### The Holiday party!

Not too early to book a room at the Dry Creek Inn, as noted.





**40th ANNUAL  
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SOUTHERN CALIFORNIA  
ALL MG PARTS EXCHANGE**



**Sunday, Nov. 24th, 2013. 7 a.m. to 1 p.m.**

**Largest U.S. All  Parts Exchange**

**Location: Great Park of Irvine, Farmer's Market area  
6990 Marine Way, Irvine, CA 92618  
(861 B5) (the west side of the Farmer's Market area)**

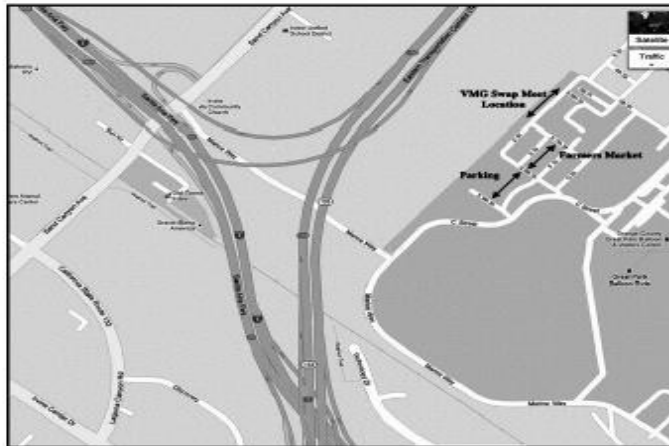
Near 5/405 interchange. Exit Sand Canyon Ave. off the 5 freeway. Head North. Turn onto Marine Way.

**Gourmet Food Trucks**

**ADMISSION:  
General: \$ 5.00  
Vendors: \$20.00  
(initial space)  
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Closest Lodging (across the freeway):  
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949-551-0909. FAX 949-551-2945

For More information, call:  
John Seim  
949-786-5697  
kingseim@earthlink.net



Bob Christian  
714-998-7281  
boppinbob@sbcglobal.net

Please visit our Vintage MG Club of Southern California website: [www.VintageMG.com](http://www.VintageMG.com)



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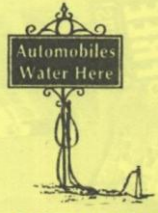
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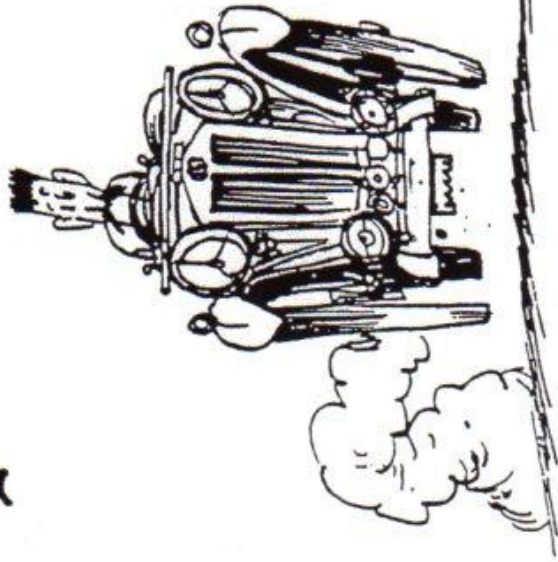


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