



Abingdon Rough Rider Review

September 2013

Vol. LV(55) no. 9

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Brian Sonner

Vice President -

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Eminence Gris

Bill Traill

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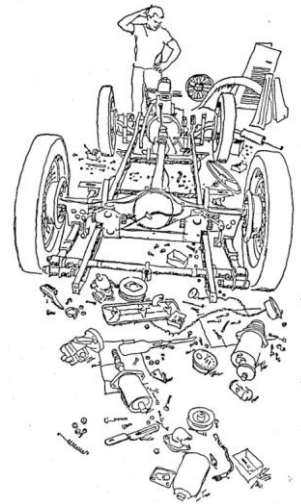
Rick Storms

Sonoma wine & TC project tour

September 15

We will do a drive around the Wine Country during harvest. Also will stop to assess a TC project of Andrew Avellar, that we didn't get to on the Occidental tour

Meet at the usual Spencer Ave turnoff on 101 at Sausalito for a 9:30 jog up to Larkspur Landing parking lot, to leave at 10. Meeting elsewhere? Let me know.



October 4-5-6

57th Annual Conclave with the TC Motoring Guild

At the Apple Farm in San Luis Obispo
Come, be a part of this amazing history!
The flyer is printed further on

Don't forget:



GoF West

Carefree, Arizona October 28 thru the 31st
Check the web site for registration

www.gofwest.org

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

September 15 –

Sonoma Tour

October 4-5-6 - Conclave – in San Luis Obispo

It's the TCMG's turn to host –at The Apple Farm – see the flyer

Monday thru Friday October 28 – November 2

GoF in Arizona, plus another event possible, locally

Sunday, November 17

Dinner at Original Joe's SF – Linda C.

Saturday December 14

Holiday Party – at the Taylor's in Healdsburg

Other events

September 14-15 – British Fall Classic in Morgan Hill

From our Webmaster

To all our faithful members,

The revised Abingdon Rough Riders web site rolled out Tuesday, August 20th. The new site has a slightly different look, along with new features including; expanded events detail, ability to pay your annual dues on-line, a quick reference check list on the home page, more pictures, and a special page that highlights some of our members other talents.

The change over actually occurred Monday evening when the old site was deleted in anticipation of the new site being uploaded to our service provider. The web address will continue to be www.abingdonroughriders.org.

We wish to thank our faithful group of reviewers and testers who found their share of "bugs" and made excellent suggestions for improvements. If as always you encounter any problem or have questions please contact our web master, Rick Storms, at webmaster@abingdonroughriders.org.

And here's a snapshot:



The Abingdon Rough Riders

A Touring Society Dedicated to MGTCs and Earlier MG Roadsters

[Home](#) [About Us](#) [Events](#) [Newsletter](#) [Photos](#) [Resources](#) [Classified](#) [Lighter Side](#) [Contact Us](#)



Welcome! We are the Abingdon Rough Riders Touring Society. A group that enjoys the ownership and driving MG TCs and the camaraderie of their owners. We invite you to take a few moments to browse our web site and find out how much fun owning and driving a vintage MG can be. We are located in the San Francisco Bay area, but have many members through out the country.

Club Check List

- ✓ Next Event - September 15th
[Sonoma Wine Tour](#)
- ✓ Book now for the [Conclave](#), coming Oct 4-6.
- ✓ The [August Newsletter](#) is now available.
- ✓ [Car Badges](#) now available on-line.
- ✓ The latest from [Geoffrey](#).
- ✓ Please support our [Member Services](#).
- ✓ Check out the [Lighter Side](#) highlighting some of our members.



To see more pictures select Photos from the menu

Any comments, suggestions or problems with our website please contact our [webmaster](#). Thank you.

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Missive from the desk of your president.

If you can imagine a group of us standing in a dirt parking lot laughing and telling dog stories, you would be visualizing us on the Berry Run. The laughing part is always the best part of getting together. I brought home 5 pounds of blackberries and was welcomed by the baker in our family. They are now frozen and in labeled packages in the freezer. This means that we will be having berry pies in the dead of winter. Let us know before you stop by.

You will note a theme in one of the cartoons this month that reflects on the “youthful” nature of our group. I encourage all event planners to arrange meeting places with a “facility” and close to caffeine (I will not say Starbucks as an official presidential preference, but. . .). The need for this type of planning is not restricted to the Rough Riders. The Sacramento Valley club planning process has a long tradition of rendering assistance in this fashion. It is only a suggestion, with no presidential decree attached.

I was at parent's night last week at Cruz's elementary school and pulled into the parking lot to be confronted by a beautiful 1948 MGTC. It was black with red interior and a license that let me know that a chap

named Kurt was the owner. ("KurtsTC" was a dead giveaway.) I yelled the name "Kurt" and lo and behold a young fellow turned around and said, "Yes". Now you may have heard of many urban legends associated with our elegant cars. Recently I had been told that Bill Cosby had a TC and that it had been sold to someone in northern California back in the early 80's. This car is, in fact, that car. Kurt drove it before going off to college and a lengthy career in the USAF. He retired and returned home to pull the car out of his Dad's garage and it is now back on the road. I introduced myself and mentioned the Sacramento club and the Rough Riders. He said, "Oh yes, you guys came up here last May. I came down to the Cary House and looked over the cars with my Dad." I would like to think that our presence sparked his interest to put the car back in service.

I hope to see many of you on the Sonoma Run in September.

Brian

Addendum from Brian:

Strange things are happening in the foothills. Last week Lawrie got a call from an Englishman referred by Moss motors to discuss converting a TC from right hand to left hand drive. Lawrie convinced him not to do something "stupid". The fellow asked "well, where do you live?". Lawrie said "Shingle Springs CA." He lives in El Dorado (a village about 5 miles from Lawrie). He has lived there for two years. He had no idea that there were other TCs in the area. That makes 5 TCs within 10 miles of me. Pretty soon we will be forced to hold our meetings here rather than SF ☺. I will be actively recruiting.

The Berry Picking Caper

A select group of South Bay, North Bay and Way East folks got messy and got a load of Blackberries.

Showing up at the Woodside turnoff were Norman Tuck & pal Bud, yours truly riding solo, Barry & Sue Swackhamer, Joe and Pat Marcotte, Bill Traill and our intrepid president, Brian Sonner in his splendid 70 B. As to the latter, it is for sale and is a really gorgeous car, purchased by Brian with a beautiful and expensive deep metallic maroon paint job. If you are looking for a B, this is it.

As we were kicking tires, member Wayne Carter showed up. We hadn't met Wayne before and we hope we have given him a bit of fire in the belly to get his TC back together. As he found, the easiest part is disassembly! Wayne also has a Morgan drophead and an Elva.

We departed shortly, sans Wayne, and headed to the turnoff to Alpine Road where we wound down an appropriately named road to Pescadero Road and our pickup spot for sandwiches at Arcangeli Market (heading out back to the outhouse, I spotted a 60's Aston Martin in the open garage next door).



At the Berry patch we met up with Jeff and Colleen Stobbe and we had our sandwiches before hitting the berries. I think El Presidente was the winner in most berries picked. He and Jane and Cruz are probably still eating berry pie.



I saw a berry dis big!

New (Old) member

Charles Schluter
4526 East Maya Way
Cave Creek, AZ 85331

“I signed up for the Rough Riders when I bought the car in CA back in the late 90's, and among other things that fell by the roadside, I let RR membership lapse too.

The car was listed in Hemmings, was restored by Terry Pedicord, and was purchased from Mrs Lucille Findlay in Culver City, CA. Barry Briskman is now the primary tuner upper, ding and dent remover, and I am the culprit who keeps Barry as a close friend. This is my third TC (one at a time!), it's a 48, Sequoia Creme (yellow) with a red interior and grill, and tan Hood, side curtains, etc...

It still looks good and runs great. Good ol' XPAG 6910, #6224 built at Abingdon on 17 August 48. I guess we'll celebrate its 65th birthday later this month. Once upon a time it would win a Best in Show and then later, a Best in Class, and now we place 2nd or 3rd, if we place at all. But I don't care, because I drive it, enjoy it, and push it hard. We're aging well together, the ol' gal and I.

Chuck”

new address

Dan Shockey
10 Willis Road
Scotts Valley, CA 95066

Flash!

Sacramento Valley MG Car Club is going to host the 2015 GoF West! For those who may not know, our president, Brian Sonner is in that club as well as Lawrie Alexander, Ed Dail and others. Lawrie last spearheaded one of these events at the North Shore of Tahoe twenty years ago!

And -- [they are planning on doing it in Santa Rosa!](#)

From Lawrie:

“Yes, Allan, please feel free to mention that the Sacramento Valley MG Car Club will be organizing GoF West 2015 somewhere in the Santa Rosa area. A couple of us are coming to the area early in September to research the hotels big enough to host the event so we will not have a specific location firmed up till after that visit.

We are excited to be putting this event on and will certainly appreciate any assistance that members of the ARR can give us! I will keep you posted as we progress with our decision making and planning”

Eminence Gris

Our man for all mechanical questions is currently doing a rebuild on that ever present red TC.



“Attached is The 'State of the Cart' as of this morning. I placed the 'MG Victory Crest' on the sump...the adjustable Whitworth.

Actually, an MG shop here in San Jose (not O'Connor) employed a mechanic who used only Crescent wrenches. He laid them out on a towel from large to small; not a whitworth, metric spanner or a socket in sight.

The engine is in a "cement mixing tray" (large size) from Orchard Supply Hardware. \$11”.

Bill

Redline synthetic gear oil report.

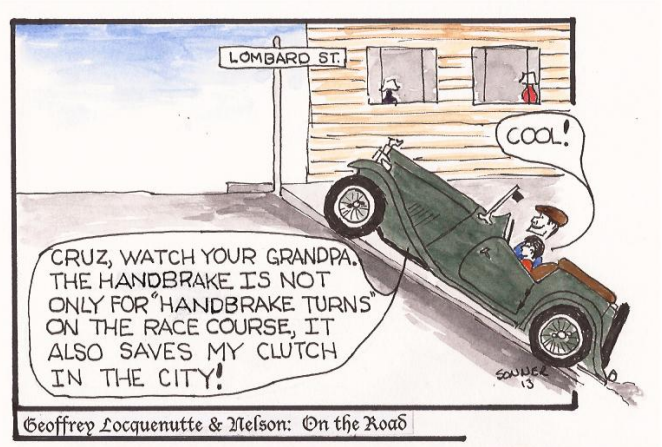
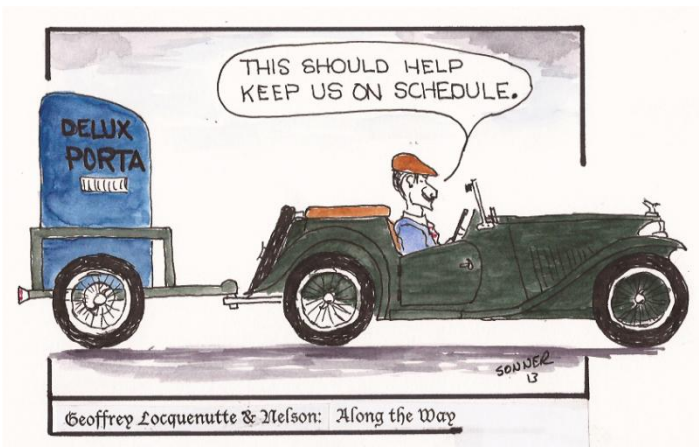
I installed a Morris hypoid 4:55 differential pumpkin in my TC about six years ago. I asked our late parts supplier Skip Kelsey what type of oil the Morris used in the diff. 90wt he said and suggested I try Redline synthetic 75/90wt. Skip also suggested I use 75/140NS in the transmission. I was skeptical...it is so thin I replied. Skip said the transmission would run cooler, have less wear and easier to shift on those cold mornings ...OK, send me a couple quarts. The NS is 'non-slippery' so the gear synchronizers work properly.

In 1968 I bought the last five gallon pail of Castrol 140 gear oil from a local oil distributor here in San Jose. Over the years when I changed the TC transmission oil I would notice some sparkles of metal as the oil drained and a few tiny bits in the drain plug cellar. I attributed this to some of those slightly missed double clutching into first gear shifts necessary in the East San Jose hills.

Well, I ran the 75W140NS for six years and wondered if the drain plug cellar was filling up with chunks of gear; I always seemed to forget to check and was afraid to check.

Recently, with trepidation, I drained the transmission oil waiting to hear the splash of a gear tooth in the catch-pan...nothing, no sparkles in the oil and nothing in the drain plug cellar! The oil is so clean I just might pour it back in...

Bill Traill





57th TCMG/ARR CONCLAVE

Schedule for the Weekend

- Friday evening: Arrivals and Hospitality Room.
- Saturday AM: A driving tour is scheduled for Saturday morning. Details are still being worked out but it will include a stop at TCMG member Jason Len's shop, XK's Unlimited, to enjoy their 40th anniversary. Enjoy tours of their facility, restoration shop, etc. Also get discounts on parts ordered at the counter.
- Saturday PM: Banquet dinner at the Apple Farm. Menu choices will be available soon.
- Sunday AM: TC lineup and goodbyes. The TC lineup and photos will be held very near to the hotel. Details are forthcoming.
- Sunday PM: For those interested, there will be a car show at XK's Unlimited on Sunday and we are invited to attend. Discounted room rates will be honored at The Apple Farm for Sunday night.

To Make Reservations

The Apple Farm Sales Dept.
2015 Monterey Street
San Luis Obispo, California
(800) 255-2040

Rooms at the hotel vary greatly in price, so to ensure a low room rate be sure to book as early as possible! Ask for the sales department (not the front desk) and book under the group name "TC Motoring Guild". Our reservation number is 721200.

Special discounted rates on their lowest cost rooms available are as follows:

- Queen (one queen) Trellis Court Room: \$109 / night
- King (one king) Trellis Court Room: \$119 / night
- Queen (one queen) Trellis Court Room w/ private patio and hot tub: \$149 / night
- King Specialty (one king) Main Inn: \$179 / night
- Queen Specialty (two queens) Main Inn: \$199 / night

Larger rooms overlooking our private TC-only parking lot are also available at discounted rates.



T-Series Nuts – D and Double D

One of the biggest challenges of restoring TC7670 was the hardware. It took a long time to figure out what was right and wrong. There were all types of threaded fasteners: Whitworth, BSF, Metric, US, and BSP. Which nut goes with which bolt? And then there was a type of nut that I had never seen before. It was a captive nut of some sort that was swaged into the sheet metal panels. I found some missing leaving a distinct round hole with a flat side in the panels. This was my first encounter with the “D” nut.

The D nut is a captive nut that gets its name from the shape of the hole needed to install into a panel. It has a very functional purpose. A captive nut in a sheet metal panel allows a single assembly line worker to install a panel without a helper holding a nut and spanner (wrench) under the car. The D nut is machined so that it has a D shaped flange that goes into the hole and then the flange is swaged to lock the nut into position. It is an easy install with a peen hammer, just seconds. The Double D nut is essentially the same except that it has 2 flat sides. The flat sides of the holes prevents the captive nuts from turning when final install of the bolt.

On the TC, there are a number of 1/4 and 5/16 BSF D nuts. Most can be found as part of the footplate and bulkhead assembly. They can also be found on the inner plate for the steering column and under the battery box. Have you ever wondered what type of nut holds the front license plate to the valence? Yes it is a 1/4BSF D nut.

If you have a hole in your panel with a flat side then you need a D nut. These and all the other type original fasteners are available at *From The Frame Up* to help correct the unintended deeds of the past.

Doug Pelton, Doug@FromTheFrameUp.com

Editor's Note: Doug Pelton will be teaching 2 Tech Sessions at GoF West 2013 – Carefree. “Keeping The Cars on the Road” and “Restoration Tips: How to Save Time, Money, and Aggravation”. More information can be found at www.GoFWest.org





Etc.

Just had my first ride in a Tesla. WOW! What a fabulous car – Put your foot in it and it absolutely takes off with heads snapping back, and – no sound from the pressing of that loud pedal. 4.2 seconds to 60 - Accelerate and back off and it regenerates almost all the energy. In a whole other class.

Let's see, what can I hock to come up with the dough?

"California loves Tesla Motors and its Model S luxury electric sports sedan. According to [the latest car sales figures](#) reported by the California New Car Dealers Association, [Tesla captured 12 percent of the luxury sports car category in the state](#) during the first half of 2013 — enough to surpass the Audi A6 and Lexus GS. Granted the company sold 4,714 Model S's during the first half of the year, 1,097 of them in June. But that was enough to outsell Porsche, Volvo, Cadillac, Jaguar, Buick and Land Rover during that first month of summer. Impressive. Remember, Tesla is selling only one model of car."



More Etc.

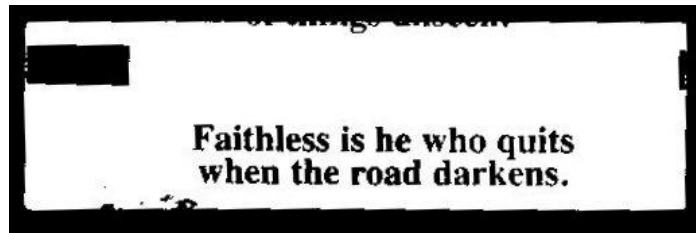
ALAN ROSS PATTERSON III AT THE
2007 PITTSBURGH VINTAGE GRAND PRIX

Speaking of Wayne Carter's Elva, Another Rough Rider is also an Elva driver , Alan Patterson. You guys know each other?



ALAN IS DRIVING THE ELVA TEAM MARK 4
THAT HIS FATHER DROVE AT SEBRING IN 1958

Opened a fortune cookie the other day. I Don't usually read the fortune, but this one was interesting.



Joseph Lucas speaks from beyond. Probably should have bought a lottery ticket with the suggested numbers on the reverse side.

Member Businesses – Support your TC vendors!

Sure Fit Seat Covers

Jim Silva
(510) 357-4355
13922 E 14th St, San Leandro, CA
94578
Cross Streets: Between 139th Ave and
138th Ave

Martin Hveem
Automobile
Restorations



Tel: 530 529.6450
Fax: 530 529.6452
1520 Schwab Street
Red Bluff, CA 96080

Classic & Antique
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BARRY M. BRISKMAN
Authentic Vintage
Automobile
Restoration • Maintenance
8423 E. Thunderbird Rd.
Scottsdale, AZ 85260
(480) 948-6901
FAX: (480) 368-9011

From The Frame Up, LLC
"Specializing in MG hard to find parts"

WE SHIP WORLD WIDE

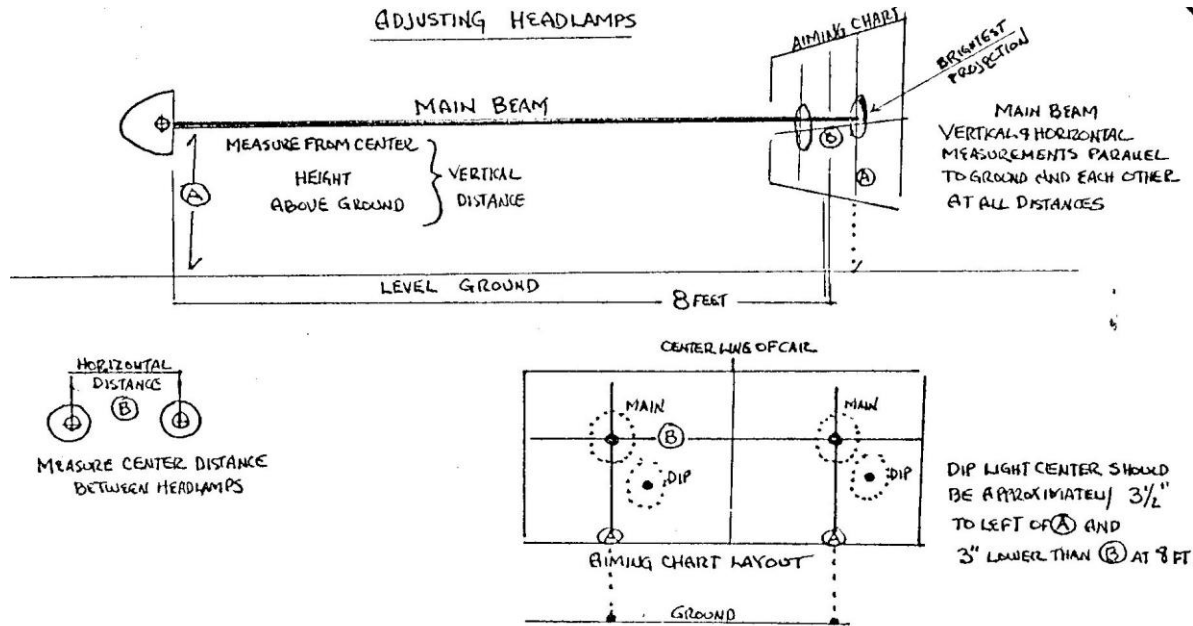
ONE STOP Shopping:

- **NEW CATALOG**
98 pages, over 3700 items, unequalled quality & service!
- **UNBELIEVABLE HARDWARE SELECTION**
Clips, springs, rivets, nuts, bolts, specialty fittings, & sundries.
- **EASY USE FASTENER SETS**
Over 160 TC "factory correct" fastener sets. Why struggle?
- **TERRIFIC TECH TIPS**
Over 50 specific "TechTips" to assist installation & restoration.
- **LUCAS FACTORY INFORMATION**
Find helpful technical info on starters, generators, coils, wiring, wipers, horns & lighting on our web.

"Ask DOUG"
Need help finding a part?
Not sure what you might need?
Doug@FromTheFrameUp.com
602-690-4927

www.FromTheFrameUp.com
3754 E Nance Cir, Mesa, AZ 85215

This will tie in with the fortune cookie item, thanks to a very old Vintage Club newsletter



AIMING

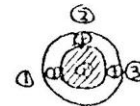
TC & TD

- LOOSEN BOTTOM HEADLAMP NUT
- SWING TO BIM
- TIGHTEN NUT

by: Dick Maxey

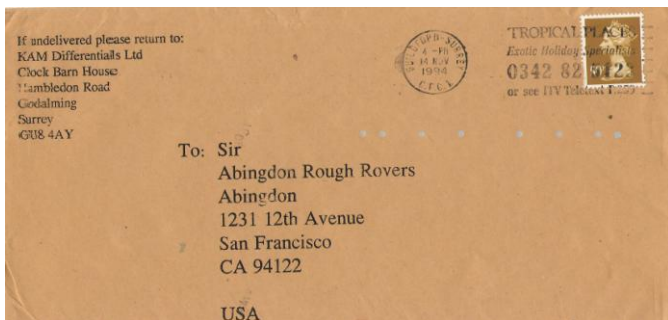
TF

- ① REMOVE OUTER LIGHT RING.
- ② ADJUST SCREWS ③ TO BIM
- ③ REPLACE RING



SCREW #2, COUNTERWISE TO RAISE
SCREW #2, C.C.W. TO LOWER
#1 & #3 ARE LEFT AND RIGHT
ADJUSTMENTS

Also came across these whilst rummaging thru the treasures in the archives:



Not sure if I am titled as "Sir Abingdon Rough Rovers" or not

ANN LANDERS

Car Obsession Is Driving Her Nuts

DEAR ANN: I've been married for three years to the most wonderful man. I would not trade him for anything. But there's one thing about this guy that bothers me a lot, and I'm afraid to bring it up.

"Luke" owns a car. It's old, it's ugly and it hasn't run in years. I'm sure that at one time it was pretty sensational, but it would take a lot of time and a ton of money to make it that way again. Before we were married, this car took up space in his parents' garage. We towed it to our first residence and then had it towed again to our present home, where it sits in the garage.

Ann, Luke hasn't worked on this car in years. Because of money constraints and the possibility of having children soon, I don't believe that he will ever get this piece of junk running. Meanwhile, it takes up space we could use. Luke's family and I have despaired of bringing up the subject without risking a big fight.

I know this car represents something important to my husband, but I wish it weren't such an albatross. How do I persuade him that it's time to let it go?

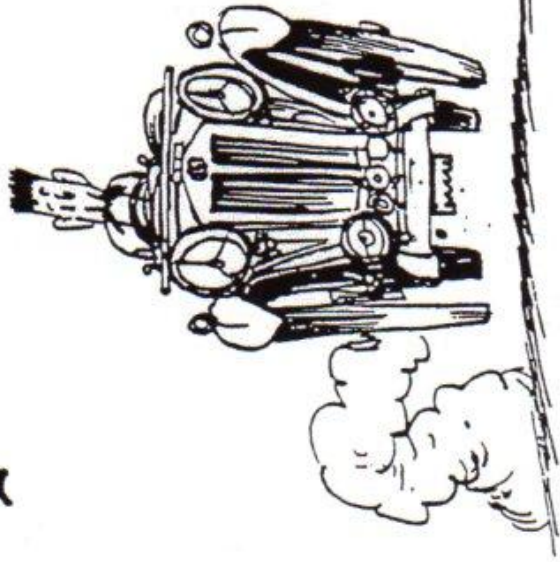
—TAKE MY CAR, PLEASE

DEAR T.M.C. PLEASE: Accept the old Katrinka as a permanent albatross. You don't have to feed it. Sounds as if your husband has an emotional attachment to the old rattletrap that defies logic.

Some differences between man and wife just aren't worth fighting about, and this is one of them.



ABINGDON



ROUGH RIDER • REVIEW •

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

First Class Mail

Dedicated to the perpetuation of the MG IC