

# Abingdon RoughRider Review

June 2008

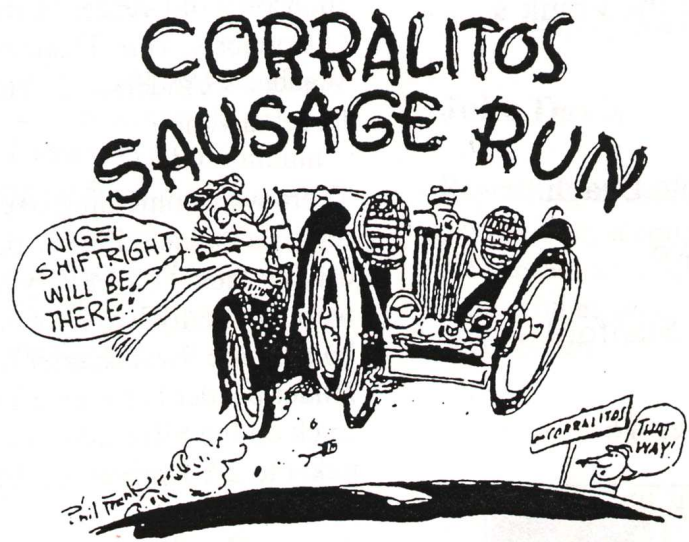
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## Sausage Run Sunday June 15

We will meet for the traditional run to Corralitos or thereabouts  
Meet at Hwy 280 & Woodside Rd. at 0930 and a quick stop at Hwys 35 & 9 parking area for anyone from the South Bay joining.

This year will be a little challenging – seems to have been a forest fire in the area while I was away! We will be picking up foodstuffs at the Corralitos grocery, or maybe not! We will decide our itinerary real time.



## Next month's event is the Gathering of the Faithful at Monterey – July 6-10

Next newsletter will be have a meeting place for those wishing to tour down on Sunday.

## Saturday June 14

Phil Frank's "Four Angry Cylinders" – his TC - is entered in the Tiburon Car Show. This is not a concours, just cars arranged along the Tiburon waterfront. Viewing is free, so come on out between 11 am and 4 pm. Perhaps we can have a beer and a bite at Tiburon Sam's, just like we did when Phil and Joe Troise entered the car last year

# Abingdon RoughRider Review

## Coming Events

### Saturday, June 14 – Tiburon Car Show

### Sunday, June 15 - The ever popular Sausage Run

or variation thereof, a great run down to the Watsonville/Santa Cruz area

### Sunday, July 6 – Thursday July 10 - GOF

This year it will be in Monterey at the Hyatt Regency. Arrival is on Sunday instead of Monday as in the past.

Sunday, August ? The Bolinas BBQ and romp at Susan Frank's storied country manor, date to be decided

### Sunday September 14 – Wine Country Tour (tentative)

Led by John & Elizabeth Taylor, with assists by Steve & Cheryl Glenn, we'll see what they have in store.

### October 3-4-5 - Annual Conclave Yosemite Gateway Inn, Oakhurst

Oakhurst is 15 miles down from the Mariposa gate. Rooms are \$107 + tax. We have 25 rooms held. Call soon, 1-888-256-8042 to reserve your room.

### Saturday, November 1 – A potluck and rally around Mt. Diablo

This will be put on by the Sapersteins – more to follow

### Sunday December 7 – Holiday Party In Martinez at Dick & Carolyn Duncan's – Date set.

## **Volcano**

Quite a weekend. First of all, it was hot,hot,hot. As much as 103.

We met at the McDonald's at Santa Rita Rd in Pleasanton. Frank and Carol Borgardt came by, to cheer us on.



The Borgardts, Swacks & Bill Webb

First problem was Bill Webb's car was running too hot and not charging. He was going to turn around and go home but Linda "offered" the Borgardt's garage in Livermore as a temp storage so Bill could go with Bill Traill – an idea which resonated with all. So we headed there. Rick's car was doing a bit of banging on the way. When we got there Rick had to jerry-rig a bolt for the front shock.



Reparations to a shock. Several supervisors

Meanwhile Terry and Cindy were waiting at another point on Vasco road and pressed on. We met in

Lockport for lunch and headed out – thru the Valley heat.

The Moore's, Taylor's and Pohle's were there to meet us. This was the unveiling of the Pohle restoration, and a fabulous job it is!



Friday saw a festive party with food, drinks, merriment. To be followed in the morning by complaints of “bad ice” or something to that effect.

We did a winery tour behind Bev Moore's niece and husband's Miata and at the first stop, we had the first “mechanical” – Ed's trans lever popped out of its socket, leaving him with very vague shifting to say the least. We determined that the lever could be held in to get the car back to the hotel, where, conveniently, the car's enclosed trailer waited.

We drove about a bit more and came back to the hotel where Linda, feeling lousy sacked out, not to arise until the following morning, missing the Saturday night cocktail party and banquet.

Sunday saw us getting out early, anticipating a long hot haul. We lined up the cars prior to leaving for a pic:



Then Linda had a bit of a fainting spell and we took her to the Jackson ER for a check, which turned up nothing. We headed back to Vacaville after a couple hours at the hospital, then, pronounced in excellent health, we proceeded toward Vacaville, at which point Linda left the comfort of the Jaguar and continued with me, but it was getting cooler by then and we arrived home without further incident.

So that wasn't all folks. Here's a synopsis from Rick Storms:

Well the weekend was interesting. Thought I would do a recap.

**Bill Webb** - Car out on first meeting point, not generating, over heating, side trip to Borgardt's to drop off car. Bill teamed up with Bill Traill.

**Rick and Judy Storms** - Lost bolt on front shock; Rick blew his diet and screwed up his glucose levels, Judy's got a cold both stayed at Volcano rather than do Saturday run. Going home soon after splitting off from Swackhamer, Traill and Webb the Storms' car had electrical problems, traced to ignition wire going to coil. About 1/2 inch of the wire at the distributor cap end turned to ash, taking with it the screw cap. Got home with the use of duct tape.

**Barry and Sue Swackhamer** - a bit outside of Lockford their fuel pump failed, replaced with spare

from Rick and Judy.

**John and Elizabeth Taylor** - on way up SU leaked about a gallon of gas, on Saturday run had problem with left front tire.

**Ed and Karen Pohle** - on Saturday's run gear shift lever broke away from operating shaft, only 3rd gear useable. (ed.note – Nah, just had to hold the lever in the socket after deftly inserting it)

**Terry and Cindy Sanders** - No top resulted in very hot ride and some sunburn, loose oil filler cap allowed oil to coat engine and fender, distributor miss timing resulted in ping, SU's messed up resulting in backfiring and loose bolt drove Terry nuts attempting to find rattle.

Saturday's run leader got lost resulting in a very long run.

Linda got very ill missing Saturday night dinner.

The only MGs not to have any problems were Chalmers and Traill.

Do you think we will do Volcano again next year????

Rick

Add to this: John Taylor checking the car over before leaving Monday found the fan belt about to let go.

And: Barry had to replace the shredded fan belt on Saturday, driving back to Volcano from Sutter Creek.

Sue

## Hillsborough Concours

Dick Gronet took second to a stunning Mark IV Jag drophead. Martin Hveem was there with the T'Bird he recently finished. He took a prize but I didn't hear which. There was a chap with a time machine 56

Porsche 356 roller bearing crank Carrera. He has owned the car since 57 and it hasn't run in all that

time! It was to be started at the show but it wouldn't. Can you imagine having a car for 50+ years and not using it? Especially this one.

## Barbara & Neil Bradley



Tragedy struck our former members when Neil and Barbara were in a one car accident, possibly Neil blacking out, and they crashed. Barbara died then and Neil a couple of days later.

They were a wonderful couple, stalwarts of the Sorry Safari, and they will be missed by all. Neil was known as Boomer and was extremely proud of the MGB GT that his son built for him – a modern V6 powered beauty. I printed a list of the mods that were incorporated in it some time ago.

. Barbara was an extraordinarily talented artist. You know her work – she was an illustrator of children's books we have all seen, and a beloved teacher at the Academy of Arts in San Francisco. One of the halls is named for her.

*Memorial Service for Barbara Bradley*

2151 Van Ness Avenue at Broadway

Academy of Art University Chapel

(Formerly St. Brigid's Church)

San Francisco, California

*Thursday, June 5, 2008 7 o'clock pm*

## British Car Meet 2008

Please see the flyer. This year Rick Feibusch has secured the Brisbane Marina for the event. This is of course, a boon for San Franciscans as it is just over the county line, however, you might want to do the Saturday run to exercise your vehicle!

We should support Rick, who does a great job of putting these events on in California. He doesn't do it to get rich! It's a labor of love.

## **A fine MG Hauling Truck For Sale**

Again, in case you didn't call with an offer:

Norman Petersen is reluctantly selling his two-owner low mileage Chevy C-10 pickup. The truck was purchased at EZ Davies by the previous owner in 1972. It's been a local truck all along.

It has about 75K miles, has a recent yellow paint job. It is a 350 V8 with limited slip differential and has a factory installed tow package.

Give Norman a call at 415 722 9499 if you are interested.

## **The California Mille**

I got a call from DICK, not Steve, McClure, who I apologized to for the name change. He said the Magnette was absolutely reliable on the run and was used as a taxi for the exotic cars that failed en route. Way to go, Valley Pond Scum Racing Team member!



**Stainless Spokes**

An item from our esteemed Eminence Gris, plucked from an email passed to me by our "Mountain Man", Bill Tantau:

I made a set of stainless steel spokes for my TC in 1968 along with another TC owner, Jack Nadeau. This was a 'back-yard' project with hack-saw and hammer.

I paid for metallurgical analysis on an original TC spoke to see what we had to start with.

We used 3/16 diameter "17-4 PH", purchased from a local steel supply company. The stainless was recommended by a metallurgist. It has some nickel for chrome like luster, corrosion resistant, tough etc.

It arrived in 12 ft (or 20ft) lengths and had to be cut to short and long spoke size. Jack made a heading die and I made a bending fixture adjustable for short and long spokes. Heading required heating the end red-hot.

Next we hand-threaded 240 spokes each TC, that was a job. Because we had to heat the end, and smash it, adding stresses, it was recommended the spokes be heat-treated to relieve the stress created in heating to prevent breakage there. It was recommended we head the spokes cold, but our die was not up to that much force.

The heat treating company said if the heat-treat was fully done, the spokes would warp, so they did a "partial" heat-treat. They came back very black, requiring hours and hours of hand sanding.

It took six months of evenings to finish the job. In service, they do break at the head occasionally.

Stainless becomes stronger as it is stretched, to a point, and will return to its original length if the yield is not exceeded. But stainless will eventually deteriorate from inside out....I am told.

My TC is still standing or hanging, on those spokes after 40 years. Bill Traill

**GOF**

It's coming up fast folks. Hope you all have your reservations in. Don't forget to send your dinner and regalia orders too.

And please – consider donating something to the auction. Terry, with assistance from me, and auctioneer Syd Saperstein, will be running it. Product is a little light this year. I know you have something in your hoard that will sell to benefit GOF.

### **Silverstone**

Terry Sanders and Jim Silva are off to Silverstone, England for the annual MG Car Club meeting this month. Send money.

Terry also sends along an update on his restoration of NA0613 that he sent to the MMM Newsletter

### **MG Midget \$100**

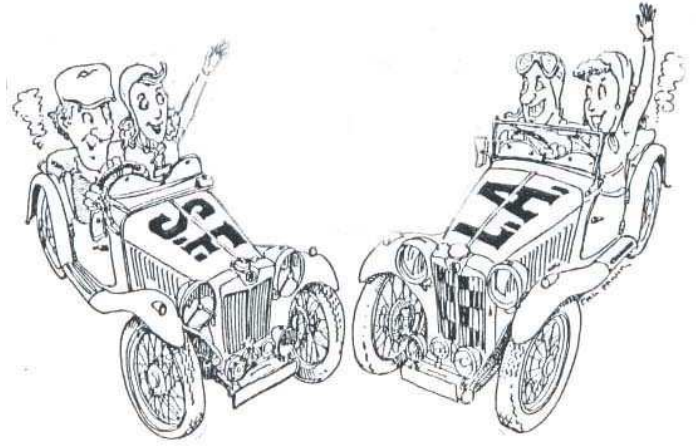
Here's a car that came along on the internet. Might be good for parts, like, disc brakes on your TC, or a 1275 engine in same. Or you could keep it for many years and sell it for thousands!



Call cell: Sam 530-391-7667 or  
e-mail Sam [pvpwhite@yahoo.com](mailto:pvpwhite@yahoo.com)

### **Gas Tanks**

I have inserted a treatise from member Doug Pelton on TC tanks that should prove of interest to most.



## **• TC CONCLAVE •**

**Abingdon Rough Rider**  
**TC Motoring Guild**

**52<sup>nd</sup> Annual Conclave!**

**October 3-4-5 Yosemite Gateway**  
**Inn, Oakhurst**

**Rooms are \$107 + tax.**  
**We have 25 rooms held.**  
**Call soon, 1-888-256-8042 to reserve.**



**1st Conclave**