



Abingdon Rough Rider Review

April 2010

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<u>President –</u>	Terry Sanders
<u>Vice President -</u>	Jeff Stobbe
<u>Activities Director</u>	Linda Chalmers
<u>Secty/Treas/Newsletter Editor-</u>	Allan Chalmers
<u>Eminence Gris</u>	Bill Traill

Sunday April 10

Joining the MG Owners Club for a:

Cecil Kimber Tour Over Mt. Hamilton

Ready for a challenging drive up Mt. Hamilton to the Lick Observatory and back? Then come along as we once again meet up with the Abingdon Rough Riders for our annual trip over the tallest mountain in the area.

The drive is challenging. There are a little over twenty miles of steep hills traversed by some of the most winding and narrow roads in the Bay Area. The views from the road and the observatory are breathtaking.

This is not a trip for the faint hearted, or those prone to car sickness. Your car should be in good mechanical condition, as there are no services for over 70 miles. Please start with a full tank of petrol.

We'll be taking a different route this year, as Ken Gittings will lead us from San Jose to Fremont via Mt. Hamilton. We'll be stopping at The Junction and the Mt. Hamilton Observatory. The tour will conclude at Bronco Billy's Pizza in Niles.

When and Where: We'll meet at 10:00 am at the former Circuit City parking lot at 2225 Quimby Road at Capitol Expressway in San Jose.

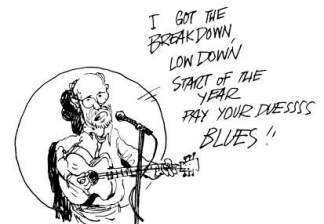
Contact: Ken Gittings at 510-791-8445 or aracingfan1@aim.com

Next month–Gold Country weekend–May 7-8-9

see next page & National Hotel review further on

Web site www.abingdonroughriders.org

Still a few dues holdouts. Last Newsletter I guess – red underline again



Coming Events

Sunday April 10 – Mt Hamilton run with the MG Owners Club – Details first page

Sunday, April 25 Pacific Coast Dream Machines at Half Moon Bay Airport

May 7/8/9 – Gold Country tour, see below & write-up from the SF Chronicle

MGs By The Bay May 8, 10 am at the Danville Livery shopping center Highway 680 and Sycamore Valley Rd flyer with directions coming soon

June 12th – Tour around Mt Diablo with Syd & Judy Saperstein in charge

July 12 – 16 GoF in Big Bear CA – application has been in the last two newsletters or is on the web site

August 1 – Capitola run – this is another version of the Sausage Run – more later

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

British Car Day Brisbane may be cancelled this year – stay tuned

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

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

Gold Country Tour

The destination of this year’s Gold Country Tour, May 7-9, is Nevada City . We will be staying at the National Hotel which was established in 1852. Ten rooms have been set aside for us. That is about all that were left as Mother’s Day is a busy time for them. So book early, we must release the unclaimed rooms April 5th. Prices range from \$81 to \$125 not including taxes. Phone (530) 265-4551 and tell them you are with the Abingdon Roughriders.

Saturday evening we will have a group dinner in the hotel dining room. The meal choices will be Prime Rib, Chicken Marsala or Poached Salmon in Dill Sauce. The price is \$25 per person, tax, tip and beverages not included. Please let me know your meal choices so that I may give then a head count.

The Saturday driving tour is still under development as is the route to Nevada City . I will keep you posted.
Barry Swackhamer

[Let Barry know by May 1 if you are going Barry_sue90@hotmail.com \(408\) 227 5887](#)

Muir Woods & Environs

Just back from a jolly toodle in Marin county, to Muir Woods, to stroll with more Italians than I have seen in one place outside Italy. Terry and Cindy in the Alfa – Terry wearing a very silly Moose-with-antlers hat – Rick and Judy Storms, Norman Tuck and Linda and me, in TCs. After the Italian connection, we went over to Stinson Beach for a bite to eat and then all proceeded home. No one had a camera, so I will rely on Cindy to take a picture of Moosy.

Hayward Swap Meet

The Mini Owners of America are pleased to announce that the 20th annual Hayward Field Meet - All British Car Show and Swap Meet - will be held on **Saturday, June 5, 2010** at Cal-State East Bay in Hayward.

Please let your members know about it and list it in your Calendar of Events. Detailed information will be available shortly on our website www.moasf.com and entry forms will be mailed soon to those on our mailing list.

Pacific Coast Dream Machines Sunday April 25 10 am to 4 pm

This annual gathering of everything that moves under its own power is a hoot. Have you ever seen a Buffalo Springfield? Not the 60s rock band, but a steam roller! The word I got was the group looked out a window at the saloon they were at while organizing their band and spotted one – instant name.

Lots of planes sport cars, hot rods, rat rods, you name it. Get there early, leave early cuz traffic can be horrendous. I drive in something else and not enter to avoid the traffic hassles. At Half Moon Bay airport.

New Members

We have three new members this month,

Brian & Jane Sonner
2700 Sleepy Hollow Court
Placerville, CA 95667
Sonnerb@comcast.net
(530) 295 9408

Brian purchased Aidan Corwin's TC and is putting it together with the aid of Lawrie Alexander, who along with Mark Rodriguez and Bob Alley directed Brian our way. He also states:

We have two MGBs (his is a 71 Roadster and hers is a 70 Roadster). We have two sons who each have MGBs, a 68 MGB GT and a 79 B Roadster. Just trying to create a new generation of MG drivers.

And we all say Jolly Good, I am sure !

Rejoining the ARR after a long absence:

Betty & Sam Miller
4823 Foxglove Court
Santa Rosa, CA 95405
Bettymiller@cds1.net
(707) 539 3654

Betty's green gem currently has a broken spring and certain club Samaritans will help her out!

Chris Gillespie
1504 King Avenue
Napa, CA 94559

Chris bought Dick Duncan's project TA. Now there are at least two TA s undergoing a resto. Maybe Chris will get his done before my lifetime project is completed!

Welcome to the Abingdon Rough Riders. Hope to see you at an event soon – you can come in another car if need be!

A plug for Doug Pelton's Products

From Phil May:

Hello Allan: Just a note for the club. Last summer I bought a Moss rubber gearbox cover (via Little British Car Co.) Was busy with rear axle stuff and didn't attempt to get it in until a week and a half ago.

I doubt if the old cover I removed was original. But, it had been molded with a male and female mold so the inside was as smooth as the outside.

The Moss cover I got was smooth outside, but the inside was a mass of swirled rubber, thick and thin. Like black licorice cake frosting put on with a big spatula. No male mold had been used. It was not drilled or punched for inserting machine screws into the seven firewall/toeboard captive nuts.

After five days (just a few hours a day) of joint pain and contortions I came to the conclusion that the cover just flat wouldn't fit. The large hole in the top for the lube filler nut was a good half inch off. The dipstick hole was about 3/4s of an inch away from the rubber hole. The rubber flange around the floorboard perimeter didn't cover the rear transmission nuts holding it to the frame. In short, it was a mess. I was about 2/3rs finished when I realized this. I took all the screws out and attempted twice to adjust it. No dice.

Jeff Zorn at LBCC is a good guy and is attempting to get a refund and LBCC store credit for me from Moss. I have not seen other Moss gearbox covers. Perhaps this one was a fluke that was not finished with a male mold to make it smooth inside and out? Maybe the supplier sent it by mistake? At any rate, it has gone back to LBCC and I await the outcome after Jeff deals with Moss.

In the meantime I was venting steam via email to Doug Pelton about all this. He said he sold gearbox covers from a different supplier than Moss's English source. Doug said his were "spot on" for it. I ordered one. It was more expensive than the LBCC/Moss one, but would be worth it if it was as good as he said.

It arrived yesterday via FedEx. It looked mahhhvelous (thank you Billy Crystal). I couldn't wait, and went out into the cold garage and slipped it over the gear lever and it plopped RIGHT into place. I mean even the lube filler nut on top of the transmission popped out exactly in place.

It is pre-punched for the seven machine screws into the firewall. It even has a swivel rubber plug on the left side near the handbrake so you can grease the universal joint through the hole in the metal driveshaft tunnel. The floorboard perimeter flange sticks out even more than the old one I removed and it covers everything. It is fabulous.

So I'd just like to put in a plug for Doug and his careful selection of repro parts. They're correct and they FIT!

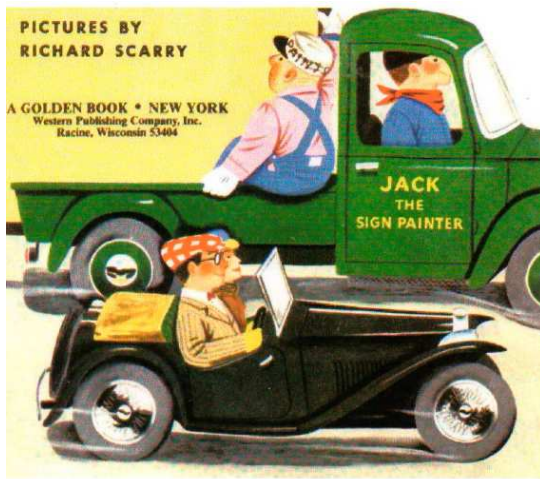
Best wishes, Phil

(ed.note: Doug's web site – www.fromtheframeup.com)



New Logo for folk with VW steering boxes

From Dan Shockey: Kids Love MGs



Have you ever noticed how excited children get to see any of our MGs? They seem programmed to like them immediately. Of course, kids love small, “their size” cars. And they often belong to grandpa. Since we opened our used book store (ed.note: in Wyoming, Illinois), I have collected many children’s books that feature cars. The books are usually too worn to resell, but the graphics are great to keep. Some of them date to when I was a child. Looking at these books I see why kids seem to recognize our cars. They have seen them before, often from the youngest most impressionable age. It may explain why we love our cars despite all they do to us.

I’ll include a few samples. Comic images and caricatures often capture the essence better than “real” photographs and come closer to the images in our hearts. Enjoy!

(Ed.note: Dan lists some books but, because there is the copyright police, I attach only the Golden Book pic, which is quite accurate!)

The Love Bug, Walt Disney Productions, Random House 1979

Cars and Trucks, A Golden Book, Western Publishing Co. Racine WI 1951
Goofy’s Big Race, Walt Disney Productions, Bantam, 1986
The Berenstain Bears and the Big Road Race, Stan & Jane Berenstain, Random House, 1987

The Bob Moore Team

The restoration group, Chalmers, Sanders, Tuck, Alley, Thaanum, under the leadership of Rick Storms and supervision of GD Bob himself, has been laboring away on getting Bob’s car together, because Bob is not able to continue the work. He and Bev are relocating to Austin, TX soon also. We have reached a point where it started, but was NOT running properly and the general rueful opinion was that the timing chain was not installed properly, a very common error in assembling the engine. We therefore pulled the radiator, timing chain cover, oil pan and discovered-the chain was incorrect.



Crackerjack team taking a break



The team is removing the car to San Leandro

Barry Briskman's Resurrection

Barry sent pictures of his finished project – the other Dwane Carlson TC. I would say it looks fabulous, painted in a really nice green/grey, red leather, black top and a very nifty little water faucet on the front!



Parting with Parts

The club is still selling items from the Borgardt and Moore garages. You can find the latest treasures at the web site.

Members MGs

Jim Silva has recently acquired a nice Arnolt convertible – a rare thing indeed. It is currently equipped with Volvo engine and needs some attention but is in good shape



Norman Tuck, Jim, Arnolt, dog

Terrt Sanders black, red & chrome ex-Bill Phy TC has just come back from Jim's upholstery shop and is looking snazzy.



Stirling Moss

This passed to me by "the Other Moss" – Al:

(Sir Stirling is not lower case savvy, sorry.)

DEAR ALL OF YOU,

THE LAST FEW DAYS HAVE BEEN QUITE FANTASTIC AND I'D LIKE TO THANK EACH AND EVERY ONE OF YOU FOR YOUR KIND THOUGHTS, MESSAGES AND OTHER PARAPHERNALIA.

ON SATURDAY EVENING, I WAS AT HOME WITH SUSIE, ELLIOT AND HELEN AND ABOUT TO LEAVE FOR A CURRY, FOR WHICH WE WERE RUNNING LATE. I ASKED HELEN TO JOIN ME IN THE LIFT TO GO DOWNSTAIRS, BECAUSE SUSIE AND ELLIOT WERE SMART ENOUGH NOT TO RIDE IN MY LIFT. I OPENED THE DOOR AND STEPPED INTO THE LIFT, WITH HELEN READY TO FOLLOW ME, WHICH SHE NEVER DID. THAT IS BECAUSE THE LIFT HAD STOPPED ON THE FLOOR ABOVE AND INCORRECTLY ALLOWED THE DOOR BENEATH IT TO OPEN.

STILL CHATTING TO HELEN, I STEPPED INTO THE OPEN DOORWAY--AND FELL TO THE BOTTOM OF THE LIFT SHAFT.

THE AMBULANCE WAS CALLED AND ARRIVED AT RACING SPEED, WHEREUPON THEY PUT ME ONTO A SERIES OF ABOUT 10 STRETCHERS! HAVING FINALLY SETTLED ON WHAT MUST HAVE SEEMED A GOOD ONE, I WAS TAKEN, ALONG WITH MY FAMILY TO THE ROYAL LONDON HOSPITAL IN WHITECHAPEL, WHERE THEY USED ANOTHER BATCH OF SIMILAR STRETCHERS!

THEY DID A GOOD JOB OF HELPING ME, BUT WERE UNABLE TO DO THE REQUISITE SURGERY. SO, ON THE SUNDAY, I WAS MOVED TO THE PRINCESS GRACE, WHERE A FANTASTICALLY EFFICIENT, KIND AND AMUSING STAFF DID ALL THE JOBS.

I AM NOW IN A LOVELY ROOM, NUMBER 222, AND WITH THE HELP OF ELLIOT AND THE PORTER, AM FINALLY ON THE EMAIL. THAT DOES NOT MEAN THAT I WILL BE ABLE TO ACTUALLY SEND THIS TO YOU,

BUT I WILL TRY!

NOW FOR THE FUTURE... WHICH I CAN SEE WITH SUSIE, HELEN AND ELLIOT AROUND ME, IS GOING TO BE A BLOODY STRUGGLE!

AS SOME OF YOU MAY KNOW, SUSIE AND I ARE BOOKED ON A SEABOURN CRUISE FOR OUR 30TH ANNIVERSARY, NEXT MONTH. I HAVE TO CROSS THE HURDLE OF GETTING THE DOCTORS, AND FAMILY HANGERS-ON, TO ALLOW ME TO THIN MY BLOOD, IN ORDER TO AVOID ANY ISSUES INVOLVING DEEP VEIN THROMBOSIS.

IT WILL BE SIX TO EIGHT WEEKS FROM SUNDAY BEFORE I WILL BE ABLE TO PUT ANY LOAD ON MY FEET. THEREFORE I'M FACING MY SIXTH OR SEVENTH REDUCTION TO A WHEELCHAIR (SUSIE SAYS SHE'S STOPPED COUNTING) WHICH I MUST ADMIT, IS RATHER BORING. THE GOOD NEWS IS; THAT I DIDN'T SELL THE WHEELCHAIR AFTER THE LAST SHUNT!

THE WHOLE THING IS A REAL PAIN IN THE ARSE, IF I HAD LOOKED WHERE I WAS GOING, I WOULDN'T BE HERE AT ALL, SO IT'S MY OWN DAMN FAULT.

I HAVE BEEN ABSOLUTELY OVERWHELMED BY YOUR COLLECTIVE CONCERN AND KINDNESS.

I CAN TELL YOU THAT CURRENTLY I'M LYING IN HOSPITAL, TAKING DEEP BREATHS, LIFTING ONE ARM WITH THE OTHER, RAISING MY LEGS (WITH PLASTERS ON THE END) AND DOING ALL I CAN DO TO KEEP MYSELF AS MOBILE AS POSSIBLE, BUT, HAVING SAID THAT, I'M NOT YET WINNING THE BATTLE.

I'M NOT SURE WHEN I'LL BE ABLE TO GO HOME BUT THE LIFT HAS TO WORK, OTHERWISE I'LL NEVER BE ABLE TO GET UPSTAIRS IN MY WHEELCHAIR, MAYBE I'LL GO AND STAY WITH HELEN AND ELLIOT FOR A WHILE...

THIS REALLY HAS OPENED MY EYES TO HOW KIND ALL MY FRIENDS ARE, OVER AN OLD EX-RACING DRIVER, FLOGGING A FADING IMAGE!

MANY THANKS FOR ALL OF YOUR THOUGHTS, CIAO

National Hotel, Nevada City

From the San Francisco Chronicle
Thursday, March 4, 2010

A stay at the National Hotel in Nevada City doesn't require a bottle of bourbon and a bag of gold dust, but don't think either would hurt.

Established in 1852, this gem in the middle of town plays host to history seekers, out-of-towners and bikers alike, and one glance at the white-haired clerk behind his brass-barred desk gives the impression that he's been there since the beginning and probably seen it all.

A plaque in the parking lot attests to the excitement "it all" may have entailed, and a quick look around the lobby with its potted ferns, gilded portraits of infamous locals, and a piano that once made it around Cape Horn says this is gold country - virtues and vices included. Just ask the Ancient and Honorable Order of E Clampus Vitus.

Comfort zone

The first couple of visits to the National Hotel, though magical in their antique dresser and brass-bed glory, did nothing to prepare me for the grandeur of our most recent suite - or its carved wooden bed the size of a small lumber schooner. Past the interroom - itself well equipped with a claw-footed couch and Dr. Freud style chaise lounge - the majestic piece of furniture was granted a room of its own.

After a tour of our sitting room, balcony and Texas-size sleeping arrangement, the bathroom could've consisted of a bucket in the corner for all I cared. Toiletries - from shampoo and conditioner to toothbrushes - are available at the front desk.

Because of the maze of hallways and staircases, without kind assistance from the desk clerk we might have wound up in the pool before finding our pals down the hall. Not an entirely bad idea, though, as the courtyard and pool area are mighty appealing on a summer's day. A lovely cupola overlooking the outside area also seems like a nice spot to lounge with a glass of wine, and in colder weather the lobby's worn velvet couches are a perfect spot for a round of poker or whiskey sours.

The last time we visited, the rooms had all been outfitted with TVs, much to the detriment of the slightly tattered 1880s vibe. Still, some folks prefer them to a game of gin rummy, and having an in-room phone came in handy when we lost all cell service upon entering the premises. I think the front desk would have happily given us an iron or hair dryer had we asked.

In the vicinity

We can't resist a drink in the old-timey saloon downstairs, especially knowing the ornate wooden bar once graced the Spreckels Mansion in San Francisco. The hotel's Hoover Steak and Lobster House serves a medley of miner-on-the-town fare (steak, potatoes and the occasional lobster), but we opted for tasty Napa Burgers (caramelized onions, smoked bacon and brie cheese) down the block at Lefty's Grill (221 Broad St.; www.leftysgrill.com) followed by more libations at the Mine Shaft Saloon (222 Broad St.; www.mineshaftsaloon.com).

On a Friday night, the majority of the city's drinking population had the same idea, and between the bar across the street and the saloon below, the National was hopping. Around midnight, a knock on the door brought us a completely intoxicated gent in his early 20s looking for his lost party, but at that point we were just relieved it wasn't the clerk coming to tell us to keep it down.

Highs and lows

The ambiance is Gold Country (a little gilt, a little rough-and-tumble) and our suite was amazing - antique lamps, Victorian couches and chaise lounges, even a fireplace in the suite next door - but many of the smaller rooms can be hit or miss. Have a look before you settle in; the walls are thin, the pipes are old, and some of the beds feel like someone took a stick of dynamite to their springs, but the flocked wallpaper and brass lamps keep you from minding the sink's occasional lack of hot water.

If you don't mind using a bathroom down the hall, the best deal is one of the Continental rooms (\$65), but they're a little bit of a secret and you have to ask for them by name. Advance reservations can be made by phone but may require sending in a check, and some holidays and weekends require a two-night minimum stay. The hotel offers free parking in the lot and complimentary morning coffee in the dining room. No pets allowed, just the occasional "animal."

GoF West Futures

2011 June 12-18 Reno, Nev. In conjunction with MG2011--Details are being worked out (See Steering Committee Minutes, page 4). This promises to be a really great event, with us sharing the venue with 500+ other MGs of all models and years. Save the date!!

2012 Tentative date: June 10-15, 2012 Buellton, CA Our 40th GoF West. This is going to be a biggie, as well, celebrating our 40th year. If you enjoyed Buellton and the Santa Ynez Valley in

2005, you'll be sure to enjoy this one-- Lots of good things in store for our celebration.

2013 Eureka, CA is being considered for this one. Possible venues for this are currently being checked out.

2014 Pismo Beach, CA, has a couple of great hotels that can accommodate our group--right on the bluff overlooking the beach and ocean--and there is a fantastic private ranch where we can have the car display ON THE GRASS!! And the drives in the back country through the Edna Valley can't be surpassed.

Al Moss has a New Toy



He just could n't turn this Austin 7 down!

Paddy goes Ferrari Racing

Several of you have met my young friend, Paddy O'Brien. He is an eleven year old car, and particularly, Ferrari, enthusiast. Paddy went through a grueling cancer therapy last year for a very rare bone cancer. He was a major trouper, with about eight months of chemo and radiation. I took him to the Marin Sonoma Conclave where he had a ride in the organizer Tom Price's 1932 Alfa 6C2300 and to visit a Ferrarista – Dick McGovern in San Jose – riding down there with Jim Hill in his Ferrari. Paddy is doing great, in remission, blonde hair grown back.

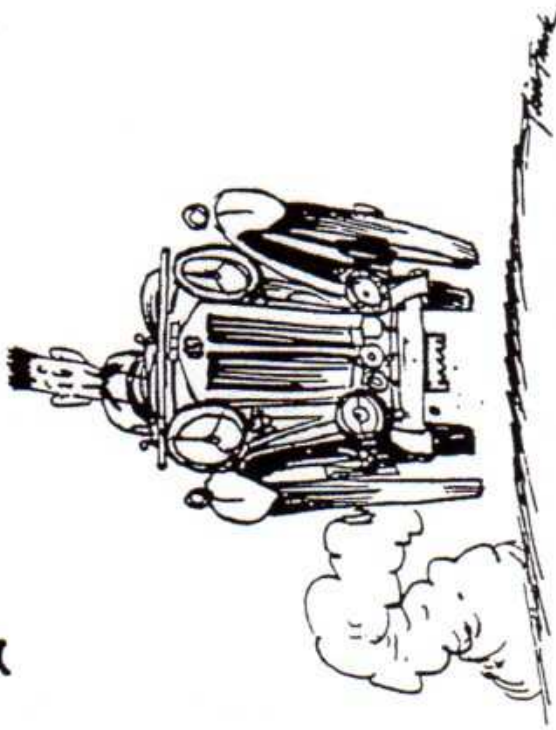
Paddy's latest adventure was lapping Sears Point last weekend in a Ferrari. He was disappointed because they only got up to about 80, but boy, was he equipped:



Doug Dolton – Racer, Paddy O'Brien – riding mechanic




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