



# TC Motoring Guild CLASSIC CHASSIS

*Winter Edition*

*December 2006*



## Inside This Issue

President's Message	Ron Simon	Page 3
TCMG Business Meeting	S. Simmons	Page 4
October Meeting Report	Dave Edgar	Page 5
MG Workshop	Jim Sullivan	Page 6
The Chinese MG	Stan Belland	Page 8
MG Curmudgen	Dave Michel	Page 10
TCMG/ARR Conclave	S.Simmons/R. Simon	Page 12
TCMG '07 Candidates	Dave Edgar	Page 17
Bits 'n Pieces	Editors	Page 18
TC Tech Talk	Mike Goodman	Page 20
TCLinic #63	Dave Edgar	Page 23



A publication of the TC Motoring Guild, Inc.  
P.O. Box 3452, Van Nuys, California 91407

Visit our website at: [www.tcmotoringguild.org](http://www.tcmotoringguild.org)

## MEMBERSHIP INFORMATION

Annual Membership: \$26 due and payable on January 1st of each year for members in zips 90000 to 93000. All others \$22 per year (won't receive local event flyers).

New Memberships: Dues plus a \$10 initiation fee.

For more details, see our web page ([www.tcmotoringguild.org](http://www.tcmotoringguild.org)) or write directly to our

### Membership Chair: Joyce Edgar

1454 Chase Terrace, El Cajon, CA 92020.

Email: [djedgar@pacbell.net](mailto:djedgar@pacbell.net)

## EDITORIAL INFORMATION

Deadlines are usually on the 10th of each month. All contributions: articles, advertisements, letters and captioned photos should be sent to:

The Midget Chassis, our monthly newsletter

### Editor .....Dave Edgar

619-593-8255 / [djedgar@pacbell.net](mailto:djedgar@pacbell.net)

The Classic Chassis, our semi-annual issue.

### Editor.....Jim Crandall

310-457-3967 / [jim.crandall@yahoo.com](mailto:jim.crandall@yahoo.com)



### ON THE COVER

2 During this year's GoF West tour, Steve Simmons snapped this photo of his 1949 TC and his wife Linda overlooking an unusually tranquil Crater Lake.

## TCMG OFFICERS & CHAIRS

2006

### President.....Ron Simon

818-708-2033 / [simon90248@yahoo.com](mailto:simon90248@yahoo.com)

### Vice President .....Stan Belland

818-787-1152 / [stanuys@earthlink.net](mailto:stanuys@earthlink.net)

### Secretary.....Steve Simmons

818-999-3379 / [websim@pacbell.net](mailto:websim@pacbell.net)

### Treasurer/Membership....Joyce Edgar

619-593-8255 / [djedgar@pacbell.net](mailto:djedgar@pacbell.net)

### Director/Program..Lloyd Hendrickson

626-330-0016 / [racer404@adelphia.net](mailto:racer404@adelphia.net)

### Director/Event Chair.....Gene Olson

805-522-8052 / [olson\\_g@msn.com](mailto:olson_g@msn.com)

### Ex Officio .....Pete Thelander

714-892-0703 / [pthelander@earthlink.net](mailto:pthelander@earthlink.net)

### Raffle Chair .....Tony Henkels

626-793-2813 / [chkitty@charter.net](mailto:chkitty@charter.net)

### Regalia Chair ..... Bob Wilmer

310-394-5232

### Webmaster.....Jim Crandall

310-457-3967 / [jim.crandall@yahoo.com](mailto:jim.crandall@yahoo.com)

## CLUB REGALIA

**TClinics:** Send for a free index of over 60 ways to keep your MG "TC" operating safely and reliably. Price per article: \$.20 members; \$.50 non-members. Index is also on our web page for download.

**MG Through the Ages:** MG in pictures, 18" x 24" poster; \$1.75 members, \$2.75 non-members.

**MG TC Specifications:** A booklet of what is and what isn't stock on the TC. A "must" for restorers; \$3.00 Members, \$5.00 non-members

TCMG MEMBERS ONLY

**Club Badge:** \$25 if picked up, \$30 if mailed

**Club Pin:** \$3 if picked up, \$5 if mailed

**Club Cloth Emblem:** \$4.75

### REGALIA CHAIR: Bob Wilmer,

421 17th Street, Santa Monica, California

90402 Ph. 310-394-5232

Prices beyond our control subject to change. U.S. postage is included in prices (international postage is extra)



# ron's RAMBLINGS

*by Ron Simon, President*

"Who woulda thunk".....

It was Fifty years ago that a small MG car club from the Los Angeles area met half way with its San Francisco counterpart in San Luis Obispo. It was called the, "TCMG and ARR First 500 Mile Tour and Conclave".

We recently returned from the 50th Conclave held adjacent to San Luis in Morro Bay and what a wonderful time it was. There were over ninety people in attendance and, give or take, over 25 TC's. The venue was the "Inn at Morro Bay" a big sprawling place in a great location overlooking the bay. The San Francisco organizers for this conclave were Al and Linda Chalmers who did a superb job of planning and orchestrating the whole weekend. The Saturday self-guided run was a 100 mile tour of the area using the best TC roads possible. The tour route was proofed by Leo and Martha Pedersen who did their usual great job. The tour added a new concept in compound sentences regarding the phrase, "don't turn", which was resolved at our Saturday night banquet. Dwane Carlson was awarded a plaque as the only person who was at all 50 Conclaves and yours truly was given a plaque as being the President of the TCMG at both the first and the fiftieth Conclave.

Being the President of the TC Motoring guild is the easiest job in the club. I don't have to declare war on anyone or send troops to fight the A.R.R. All I have to do is stand up at the meeting, smile and attempt to look presidential. All of this is because we are fortunate to have a really great group of officers and chairs to do the hard work.

Stan Belland, our Vice Pres, and one of our past presidents, is always ready to offer up his wise counsel and back me up if I can't be at a meeting. Steve Simmons, our Secretary, is always there at meetings & events, takes good pictures and has his own MG web site. Joyce Edgar, our Treasurer/Membership, Keeper of the Exchequer, keeps us in the black and on schedule and never forgets to remind us if we are late with dues. Lloyd Hendrickson, our Program Chair, works like the dickens to find interesting people and things to interest us at our meetings and also sends out the meeting notices. Gene Olson, our Events Chair, another past president, comes up with idea after idea for our monthly events. He is always there ready to lead the charge. Who would've thought Cherry Picking would be fun! It was great fun and the cherries were delicious!. Tony Henkels, our Raffle Chair, works hard to have an array of fascinating trinkets to get us to part with our money at each meeting. Dave Edgar, Editor of the Mini Chassis, & Jim Crandall, Editor of the Classic Chassis and Master of our website, both go beyond the call of duty to keep us all entertained and informed. I think they have had a very large part in the continued growth of the guild. Pete Thelander, our Ex-Officio past president is always there to offer advice and assistance when needed. Bob Wilmer, our Regalia Chair, does a super job with badges, emblems etc. Harvey Schnaer, our Historian, has a phenomenal recall of our whole 50 year existence as a Guild and is an invaluable resource. Last of all lets remember the real reason we come to the meetings. Thanks to The ladies for supplying the coffee and goodies that we appreciate so much. Also to Joe Douglass for getting the key and opening up the room each month. My thanks to each and every one of you! 🚗





## MINUTES OF THE OCTOBER MEETING

This month's meeting started with the usual review of mail, magazines and newsletters. The previous month's minutes were accepted as published.

Joyce Edgar reported that with the addition of Doug Pulver and Bob Kramer we now have 110 members in the club. 22 people are currently signed up for the December 3rd holiday party. It is rumored that some of our ARR friends may show up as well. In other financial news, David Edgar noted that our offer of \$200 seems to have been accepted to end the ongoing poem copyright issue.

Lloyd passed along a story from Gene Olson. It seems Gene was chased down by a woman who was interested in his car. Her husband ran a car business in England many years ago and she had very fond memories of their MG. She expressed interest in speaking of her husband's MG days at an upcoming meeting.

Gene was not present to speak on events, so various members spoke about the recent conclave. There were 22 cars at the line-up and possibly 30 total cars at the event. The Kinetic Races in Oxnard will be held in late September, and no events are planned during the month of November. As a side note, the Chandler Collection, which we visited during a recent outing, has been sold off for a total of approximately 36 million dollars!

Harvey brought up an idea for a tour of Scotland, hosted by the Page family. There was enthusiastic response to the idea. It was also mentioned that Lloyd Hendrickson took first place at the Bonsall British Car Show with his TC, and then repeated the victory at the High Country Tour. Pat and Kevin Gaston also took first place with their TD at HCT. Congratulations to all!

Before ending new business, the group welcomed Mike Walsh to his first TCMG meeting.

Nominations were taken for the 2007 board. Those nominated include David Edgar, Joyce Edgar, Steve Simmons, Fran Thelander, Gene Olson, Dave Colen, John Lutz, Pete Hendersen, Ron Toth, Stan Belland.

The meeting was then adjourned to move on to the costume contest.

### OUR CONDOLENCES

Don Yett tells us that his wife, Sally, passed away on Wednesday, November 8th. She had been fighting cancer for the past couple of years. They always loved coming to the July picnic and visiting with everyone, and really enjoyed the people in the club.

Services will be at the Forest Lawn Long Beach in the Memorial Chapel, on Saturday, November 18th from 9:30-10:30.

*BELOW: Stan Roman with his very perky bunny.*



*Submitted by:  
Steve Simmons*

# octoberPROGRAM

## HALLOWEEN COSTUME PARTY & POT LUCK DINNER

**Photos by David Edgar**

(See all party pictures in full color at our web-site: [www.tcmotoringguild.org](http://www.tcmotoringguild.org))



ABOVE: "Chia" and Cindy Henkels received the second place award for best costumes.

BELOW: Pete and Fran Thelander arrive on appropriate Halloween transportation. Win best costume award.

ABOVE: Steve and Linda Simmons came as "Rust Busters." Rust on an MG? We'll never tell.

BELOW: The Hendrickson Garage seems ready to provide vintage oil for any TCs present.







## What's Happening in Jim Sullivan's *mg*WORKSHOP

### WHAT WAS I THINKING? (The Rescue of the dumpster special)

I had been looking around for another TC project for some time. I didn't want something that was already restored by someone else. I wanted one I could do myself. I chased around trying to find one that was "just right" but the ones I looked at were just not "right." Finally, one day last year while sitting around talking to my friend, Pat Bigley, I asked him what he was going to do with that old TC body sitting back in the corner of his garage. He said, "Toss it in the dumpster."

"What? You can't do that. It's way too good! I said.

He said, "Do you want it?"

"Of course. Are you kidding?" I replied. He also threw in some doors, running boards and some more stuff. Most of you don't know Pat, but he has a beautiful red TC that he is just finishing.


Well, I had a beginning. Now what was I going to do? I decided to try and find something to go with the body, like a frame and a firewall.

The TABC web site sounded like a good place to start. I put a message on saying, "I have a good TC body (a little exaggeration) and need a frame and/or a firewall." To my amazement, I received eleven replies with various things like frames, frames and firewalls, and three were for complete "basket cases" in need of rebuild. I didn't know what to do so I decided to go look at one of the basket cases in California. I flew from Seattle to Oakland, rented a car, and drove to Aptos, the location of the TC. All I know was that the guy's name was Ed Browder. If you don't know Ed, he is retired like me and has the biggest most wonderful collection of old MGs I have ever seen. He has at least fifteen TCs, lots and lots of twin cams, and other old MGs, most of them restored.

The restoration of TC 5515 has so far involved sand blasting, welding and painting the frame, rebuilding the engine with new crank, standard pistons and reground cam, a tranny rebuild, new wood, brakes including new drums, wheel cylinders, master cylinder and lines, front axle, rear end, gas tank, firewall welded, new toolbox, battery box, etc., etc.. I am now doing the body, replacing all the wood and most of the sheet metal.

I have owned a TC since 1958. It's a very good original TC 7517 EXU and over the years, I seem to have accumulated a lot of knowledge and extra parts. This project is HUGE, INTERESTING, FRUSTRATING, SATISFYING and an adventure all at the same time.

I usually lose three or four months of working time in the winter while we are snowbirds in Arizona. I may do 5515 a little different with cycle wings and some other things, but it looks like it may be another year before it's finished. Some of the sources I have used are: Rhode Island Wire Harness; Whitworth Shop (Craig Seabrook) wood and instrument panel; O'Conner Motors (Brian O'Connor) Moss dealer; British Auto Electuric (Gerry Felper); the Internet, eBay etc.; Lots

6 of friends, most from the TC Tourers. 



*What was I thinking?*



*TC 5515 arrives rusted, busted and duct taped together.*



*I'm still smiling.*



*I think I am losing my sense of humor - give me another Speckled Hen.*



*Is this good enough?*



*My green car (background) keeps me inspired.*



*Still waiting for some wood pieces.*

**Story and photos by Jim Sullivan.** If anyone wants to contact me, I can be reached at <jorjsullivan@msn.com, or 26317 97th, South Kent, WA 98030. Telephone: (253) 852-5269. I always love to talk MGs.



## theChineseMG

**Stan Belland shares his latest U.A.L. *Hemispheres* article together with an insightful addendum.**

Even in my geezerhood, I've tried to adapt to the inexorable march of progress. I've adjusted to the digital age and have even gotten over the shock of going into a record store and finding no racks of "records" to browse. I surf the Internet and do most of my work online. I've learned not to call a refrigerator an icebox. I've gotten used to a world of iPods, MP3s, and blogs. I'm even ready to concede that perhaps "digital photography" is not really an oxymoron.

But it's been a struggle. As a British-car buff, it took me a while to accept that my latest Jaguar was just a sleeker Ford. And Bentley's acquisition by Volkswagen was a blow to my Anglophilic sensibilities. I adopted a certain detachment, though, realizing that I'll probably never own a Bentley (British or German) anyway.

But now progress has really marched over my foot. Last year, my beloved MG company was bought by Nanjing Automobile, a company owned by the Chinese government. It says it will move MG manufacturing equipment to China but continue some production in Britain. Yeah, right. Production may continue in Britain but the soul and spirit of MG looks like it's going to emigrate.

I've owned MGs for 50 years and, to me, their essence has always been a certain English jauntiness. The name MG originally stood for Morris Garage, where the Morris Car Co. started making a little sports car in the 1920s. It's an oddly charming name for a quirky little car. Some say that the name is really just "GM" reversed to hide the truth that the car was actually made by General Motors. I just relish owning a marque so universally misunderstood.

That cachet has always been part of the car's appeal. Truthfully, the MG has never been much mechanically. My 1947 has the ride of a donkey cart and wanders on the road. The brakes don't really stop it so much as gently impede its progress. Its electrical system is so whimsical that the Lucas company, who made the electronics, has come to be known among MG drivers as "The Prince of Darkness."

This commentary isn't meant to be a complaint against international trade. I make my living from such endeavors. The Chinese invented the noodles on which the entire pasta industry is based, so I guess the world owes them one. But they've already adopted the hamburger. Why do they need MG?

Perhaps my real fear is not that the MG name will fade, but that the Chinese, with the utmost efficiency, will bring the car's engineering up to date. And then, whatever it may say on the badge, it will no longer be an MG. The gas gauge on my '47 is a notched stick that I poke into the tank. The car was designed that way. It's hard to imagine the 2008 Nanjing model MG with so picturesque an arrangement.

We MG owners have been pretty much on our own ever since British Leyland started fumbling with the company back in the '60s. We're not accustomed to popping in to our local factory-authorized dealers for service or receiving recall notices or safety updates. The service department

8 is your own garage on a Saturday morning. The parts department is your car club's next old-car parts exchange or Moss Motors, a California company that has made a pretty good



business out of selling reproduction parts to MG owners. We old-car nuts kind of like it that way. It's a sort of brotherhood of desperation, nourished by a sense of interdependence and glorious afternoon drives.

I don't expect Nanjing Automobile to start making parts for 60-year-old cars or to make cars that we would even recognize as MGs. But I would like to see the MG name and spirit continue to evoke cloth caps, English drizzle, and the other things that make a sports car, well, sporty. And I can't imagine how that's going to happen. I've spent a lot of time in China and love it, but I don't think there's even a Chinese ideogram for sporty.

Perhaps my fondest wish would be for Nanjing Automobile to create a beautiful, efficient, modern car with all the features that the daily driving public has come to expect—a soulless device to transport you from point A to point B. Let it be economical, kind to the environment, dependable, and sleek. Just don't claim it's a sports car. And in the name of decency, please don't call it an MG. To paraphrase Lloyd Benson in the 1988 vice-presidential debate with Dan Quayle: "I know MGs. I've driven and owned MGs. And you're no MG."

I'm not very sanguine about that prospect. Nanjing Automobile will undoubtedly crank out beautiful, modern, and affordable "MGs" and the public will buy them, creating a sort of spiritual trade deficit—and that's depressing. It would be like seeing your grandma in low-rider jeans. It certainly would be her right, but you'd wish somehow you didn't have to witness it.

### **Addendum: Thoughts on political correctness.**

I've been writing for Hemispheres for years now on everything from Juan Fangio to searching for an ancient scientific instrument in the Middle East. This was the first time I've run into Political Correctness – or at least a reasonable facsimile. And the article wasn't even my idea. I got a call from my editor who said: "You've written articles on MGs and on China. Now the news is out that China is acquiring MG. You must have something to say about that."

I gave it about one second of deep, analytical thought and said "Sure. I'll get something to you. When do you need it?" He said they wanted to run it in the December (2005) issue and that I should get it in right away.

I wrote the article and sent it in and they sent me an enthusiastic acceptance, a contract and a check. In December I went, as usual to the nearest United counter and talked them out of a stack of Hemispheres. No article. I sent a note to my editor and said I apparently had not made the cut. He replied, rather sheepishly that a "reader" for United had felt that the article might not be the best idea at this time since United had just concluded an agreement with China for its landing rights in Shanghai.

And I had to agree. After all, it is their magazine and they don't need some curmudgeonly comments messing up their deal. I pretty much forgot about it. (Of course I kept the money.) Then in April I got an email from someone in Indonesia who saw the article on a United flight and loved it.

I got a copy of the magazine and there it was – edited a bit and somewhat gentled up, but the editors at Hemispheres always do a good job and improve what I have submitted.

Go figure. Maybe the editor went to bat for me. Maybe they changed their minds. As it was, there were things I left out. Bob McKarney, the King of Curmudgeons, suggested the name of the new car should be changed to MSG. Someone else suggested the cat's eye lenses should be set diagonally.

I have a lot of thoughts about Political Correctness and

*(Continued on Page 16)*



## ESSENTIAL TOOLS FOR MGs

*by guest curmudgen, Dave Michel, MGCC Washington D.C. Centre*

Mechanically inclined by nature, MG owners are generally familiar with the wrenches and ratchets, screwdrivers and scrapers, necessary to service their cars. However, those MG owners who spend a bit less time in the garage than average may not be familiar with some of the 'special' tools which are frequently used to service MG's. A sample listing of some of these 'special' tools is given below.

**HAMMER:** Originally used for medieval metalworking, it is used by MG owners as a kind of divining rod to locate expensive parts not far from the object which they are attempting to hit; also used to destroy wire wheel knock-offs and hubs by applying force in a direction opposite to 'UNDO'.

**UNDO WRENCH:** A special device which is used to remove/install the octagonal wheel nuts which display the mysterious, arrow-shaped, marque 'UNDO' known only to owners who have MG's equipped with wire wheels; see hammer; see propane torch.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing MG convertible tops (hoods) or upholstery.

**ELECTRIC HAND DRILL:** Normally used for spinning the steel pop rivets in MG convertible top header rails in their holes; also works great for drilling rollbar mounting holes in the floor of an MG at locations just over fuel or brake lines!!

**PLIERS:** Used to round off rusty bolt heads on MG's.

**HACKSAW:** One of a large family of cutting tools built on the Ouija Board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more

dismal the outcome becomes.

**WISE-GRIPS:** Used to round off rusty bolt heads, too; also may be used to transfer intense welding heat to the palm of your hand and/or to pinch your fingers against sharp chassis components!

**OXYACETELENE TORCH:** Used as a cutting tool to remove/modify/destroy MG body/chassis components; also used as a 'flaming wrench' to 'torch-off' old MG exhaust system bolts/components thereby setting the fuel lines on fire!; see sawzall.

**ZIPPO LIGHTER:** See oxyacetylene torch; see trouble light.

**WHITWORTH SOCKETS and WRENCHES:** Mysterious tools once used for working on older British cars, they are now used mainly for taking up space in your toolbox; see older MG owners for advice on usage!

**DRILL PRESS:** A tall, upright machine useful for suddenly snatching flat metal objects out of your hands so that they smack you in the chest and fling your parts across the room, splattering them against the MG poster over the bench grinder.

**WIRE BRUSH:** Fits in bench grinder and cleans rust off old bolts, and then throws them somewhere under the workbench at the speed of light. Also removes fingerprint whorls and other hard-earned callouses super fast!

**PHONE:** Tool for calling a member of the MGCC Tech Committee to see if they will loan you another hydraulic floor jack.

**JACK-STANDS:** Devices designed to support the chassis of MG's which have been lifted off the garage floor to have a set of springs installed; also may be used to crush rusty MG frame rails.

## MG Curmudgens (continued)

**SNAP-ON GASKET SCRAPER:** Theoretically useful as a sandwich tool for spreading mayonnaise for garage lunches; used mainly for removing 'greasy grunge' from engines and transmissions.

**E-Z OUT BOLT and STUD EXTRACTOR:** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

**TIMING LIGHT:** A stroboscopic instrument for illuminating grease buildups on MG crankshaft pulleys; also useful for mesmerizing garage bystanders.

**TWO-TON HYDRAULIC ENGINE HOIST:** A handy tool for testing the tensile strength of ground straps and other wiring which you may have forgotten to disconnect prior to MG engine extractions.

**1/2 X 24-INCH SCREWDRIVER:** A large MG motor mount prying tool that inexplicably has an accurately machined screwdriver tip on one end and a handle on the other.

**RUBBER Mallet:** A tool which, when combined with a golf tee, may be used to plug holes in a rusty MG fuel tank (requires five firemen for installation!); a device which transforms kinetic energy into a nearly useless impact while providing a forearm massage.

**AVIATION METAL SNIPS:** See hacksaw.

**TROUBLE LIGHT:** The MG mechanic's own tanning booth. Sometimes called a 'drop light' (which is most descriptive of how it is usually handled), it is a good source of Vitamin D, "the sunshine vitamin", which is not otherwise found under MG's, neither day nor night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate as 105-mm howitzer shells during Desert Storm. More often trouble than light, its name is entirely misleading; see zippo lighter.


**PHILLIPS SCREWDRIVER:** Formerly used to poke holes in the lids of old-style oil cans (paper-and-steel or all-steel) and splash oil on your shirt; can also be used to round-off Phil-

lips screw heads or Posidrive screws.

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty suspension bolts last tightened 40 years ago by someone in Abingdon, Oxfordshire, and wrings them off.

**SAWZALL:** A tool used to cut through most MG parts which cannot be removed/modified/destroyed by any other tool; can be relied upon to cut through all MG garage B---S---.

**PROPANE TORCH:** A low temperature version of the oxyacetelene torch; also used to remove 'frozen' wire wheels from MG hubs thereby setting the grease (and the hubs) on fire!; see oxyacetelene torch.

**BATTERY CHARGER:** A device which transforms AC electrical energy into DC electrical energy to replenish the anti- "Prince of Darkness" device in all MG's; a 'must have' tool for all MG owners who have NOT cleaned the ground connections on their MG within the last year; see battery electrolyte tester. 

818-788-3375 . 818-788-3377 . 323-872-1122  
FAX 818-788-0516 E-MAIL [jkavan1497@aol.com](mailto:jkavan1497@aol.com)  
WEBSITE: [www.kavanaghmotors.com](http://www.kavanaghmotors.com)

*D. Kavanagh Motors, Inc.*

COMPLETE AUTOMOTIVE CARE  
13428 VENTURA BLVD.  
SHERMAN OAKS, CALIF. 91423-3914

DECLAN KAVANAGH SINCE 1958

**Shadetree Motors, Ltd.**

**MG PARTS  SPECIALIST**

Retail - Wholesale  
Discount Pricing  
Authorized Moss Motors  
Parts Distributor  
MC/VISA/AMX/DISC.

Tel. & Fax (925) 846-1309  
Email: [kelsey@shadetreetmotors.com](mailto:kelsey@shadetreetmotors.com)  
Website: <http://www.shadetreetmotors.com>  
3895 Mammoth Cave Court, Pleasanton, CA 94588







October 2007  
**50th Annual Conclave**  
 of the  
**TCMG & ARR**



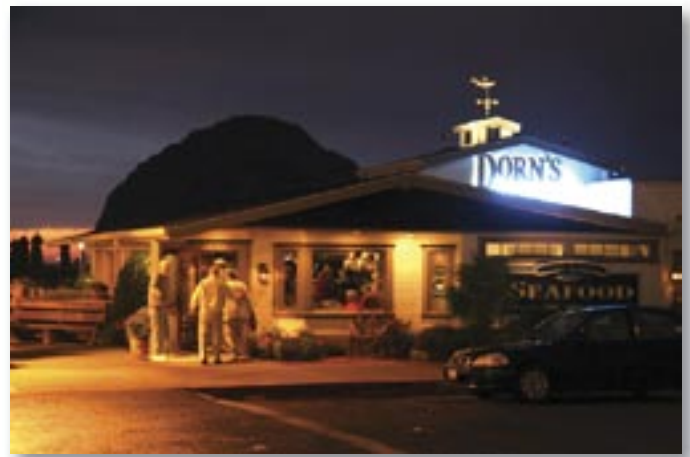
*Rest stop on the way to Morro Bay*



*Now THIS is a TC road!*



*Time for cocktails on the deck before dinner.*



*Table for forty, please?*



**12** *Allan briefs drivers; Linda sells Tees. .*



*Drivers are eager to start, right Jim?*





*All the roads were not pristine.*



*Of course we're not lost!*



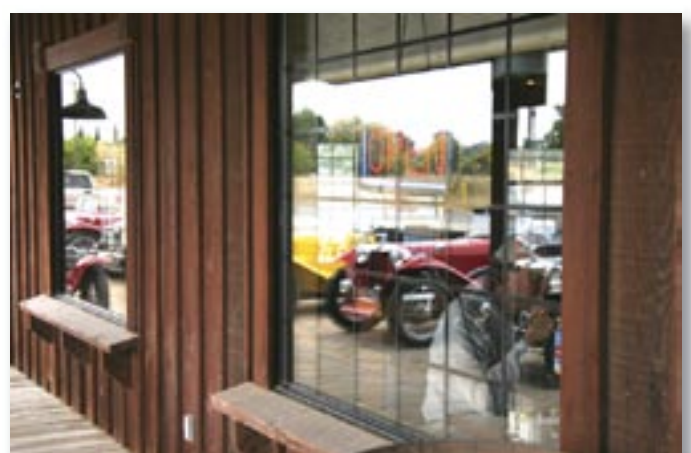
*Do you think it's going to rain?*



*Classic car; historic home.*



*We pause for lunch at the local eatery.*



*(More Conclave photos on the next page)*





**Conclave 2007 photos by  
Steve Simmons and Ron Simon**

*Duane "Mr. Conclave" Carlson at his 50th.*



*"Come on folks, lets get it a bit straighter."*

*"Perfect!"*



**14** *Over twenty TCs and ninety TCers attended! Still going strong after 50 fantastic years.*



## *It's not too early to plan for GoF West 2007!*

Use the form below to register for this major MG event. To reserve your room at the Canyons Grand Summit Hotel, call the hotel directly at 435-649-5400. Rooms are available for the low rate of \$99, or \$195 for a one bedroom suite, plus applicable taxes. Be sure to mention that you are with GoF West. For more information on the event, please download the latest GoF West Gazette at: <http://www.gofwest2007.com/Fall2006Gazette.pdf>

---

# REGISTRATION FORM



GoF West 2007  
The Canyons  
Park City, Utah  
July 2 – 6, 2007

Last Name:	_____
First Name:	_____
Co-Driver's Name:	_____
Street Address:	_____
City:	_____
State:	_____
Zip (Postal) Code:	_____
Country:	_____
Vehicle Type and Year:	_____
License No.:	_____
State/Province:	_____
Color:	_____
Club Affiliation:	_____
E-Mail Address:	_____
Telephone No.:	_____
Is this your first GoF?	Yes      No      How many attended? _____
Any comments or Questions:	_____
	_____
	_____

Send Registration Form and \$45 Registration Fees to:  
Floyd Inman, 1163 S. 650 West, Heber City, UT 84032 - 435-654-7086


## Lame Duk Kup

Traditionally, this is was an award presented to the winner of the first TCMG event of the year put on by by the outgoing B.O.D. hence the name, "lame duck."

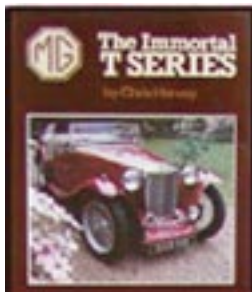


Today, it is organized by the newly appointed, somewhat overwhelmed, Events Chair, so look for this event sometime around Jan. 34th or 35th.

what it has done to all of us, but relax, I'm not going to air them here. I like Hemispheres and it's an honor to write for them. They're literate, they pay well and lately accept virtually anything I write on any nutty subject. The circulation they give me is great. The magazine is on every seat pocket for every flight around the world for a month. I get responses from every corner of the globe. (I have an article on Baghdad in there now waiting for acceptance – maybe now I'm the one being Politically correct!)

But I'd sure like to know what went on back there. 

## Classified Ads



### The Immortal T Series by Chris Harvey

Good condition. \$20 plus shipping (Book sells for \$35 new) Considered the best TC information book until Mike Sherrell's *TCs Forever* came out.

Contact: David Edgar at:

**djedgar@pacbell.net or 619-593-8255**

### Period Supercharger for an MGTC (excluding manifold and pulley) \$2,000.

Larry & Marilyn Mitchler  
48mgtc@frontiernet.net  
phone: 530-336-5431



### TC Stoplight Mount by Doug Wimer

A couple members liked the stop lamp mount that Doug Wimer had mounted on his TC spare tire so Doug went out and had some more

made. Please note that it is for the mount only and that you install your own lamp on it. If you would like one please contact him at: Doug Wimer phone: 435-654-2117 (in Utah) or email: tc49@aol.com



### Nancy McKarney

*Diversified Marketing & Advertising Services*

- Web Site Design/Maintenance
- Marketing/Advertising Materials
- Graphic Design for Print or Digital

Phone: 805.927.0491

Fax: 805.927.2847

nmckarney@mckarney.com

www.mckarney.com

### C&S Classic Battery Co.

*Batteries, Chargers, Electrical & Parts*



email: simon90248@yahoo.com

15700 S. Broadway  
Gardena, Calif. 90248  
818-708-2033 - 310-217-9060

**Ron Simon**

*"Optima Introductory Special"*  
**Battery for TC #75/35 Red Top \$146.00**

Please patronize our advertisers.  
They help keep our TCs safe and fast.

# *justa***REMINDER...**

Annual TCMG Holiday Party & Meeting  
Sunday, December 3rd, 6 pm



***Sportsmen's Lodge  
Oak Room  
12833 Ventura Blvd.  
Studio City  
(818) 755-5000***

If you haven't reserved a table yet, Call Joyce Edgar at:  
(619) 593-8255. Absolute deadline is November 20th.

## Candidates for the 2007 TCMG Board

Need help putting names to faces? Check out next year's aspirants to office below. When you receive your ballots, please vote for six, plus your write-in for the Frank Mason Award (For outstanding contribution to the TC Motoring Guild in 2007) and return to Bob Wilmer by November 25th. Results to be announced at the Holiday Party.



Dave Coleman



Dave Edgar



Joyce Edgar



Pete Hendersen



John Lutz



Gene Olson



Steve Simmons



Fran Thelander



Ron Toth



Frank Mason  
Award



# BITS and PIECES

## WE GET LETTERS

Jim,  
Outstanding website and congratulations to your TC club for surviving all this time! Your site mentions some criticism directed toward your limiting membership to TC owners only, but I commend you! I'm sure it's been tough over the years, but as you well know the TC gave birth to sports car enthusiasm here in the U.S.! Why shouldn't it be honored with such a club. Besides, you would have to change your name if you let other models in. Best regards and happy motoring,

*Chris Kinter,*  
MGCC Washington D.C. Centre

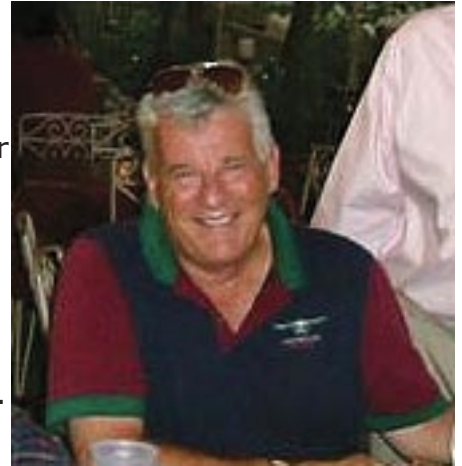
## NEWLY WEDS



*Congratulations to Gene & Caroline Wescott, celebrating at the Blazing M Ranch.*

## A FACE FROM THE PAST

Some of you old timers will remember TCMG past president and auto restorer extraordinaire, Mitch Leland who now resides in the neo-German resort town of Fredricksburg, Texas, Pop. 8000. His latest project: a nicely restored 1957 TL-19D Birdog, used as a military spotting aircraft from the Viet Nam era.



## O'CONNOR CLASSIC AUTOS

MG Sports Cars  
Parts Service  
Restoration



**1-888 FINE MGS**

1-888-346-3647

1-408-727-0430

FAX 1-408-727-3987

2569 SCOTT BOULEVARD  
SANTA CLARA, CA 95050

www.oconnorclassics.com  
email: mg@oconnorclassics.com

## British Car™

**The American Magazine for Vintage  
MG Enthusiasts Who Love English Cars**

Technical Information  
Restoration Advice  
Classic Profiles  
Price Guides  
Club Events  
Photo Features  
Historical Articles



**To Subscribe, Call 1-800-520-8292**

Canada 1-650-949-9680

Mention this ad and get one extra issue free

PO Box 1683  
Los Altos, Ca 94023  
1 year (6 issues) \$22.95 2 years \$39.95  
Canada US dollars only \$26.00 / \$46.00

Our Guarantee: If you're ever not satisfied, cancel and we'll refund the cost of all unexpired issues.

## TIRES

Lester, Firestone, Denman, Lucas.  
Custom Classic, Goodyear, Dunlop & more.

**We can save you money!**

**FREE CATALOG**

**Lucas**  
AUTOMOTIVE

2850 Temple Ave., Long Beach, CA 90806

Fax 562-595-0381 • **800-952-4333**

**www.lucasclassictires.com**

# DRIVE THROUGH TIME... WITH PEACE OF MIND



J.C. Taylor Antique Auto Insurance has been insuring collector vehicles for nearly fifty years. We understand our customers, and the connection *you* have with your TC. It's your memory scrapbook, your time machine. It's your passion and *ours*.

We provide agreed value coverage, and fast friendly claims service on all of our policies. So all you have to do is *drive through time... with peace of mind.*

## J.C. Taylor

Antique Auto Insurance



[www.JCTaylor.com](http://www.JCTaylor.com)

1.888.ANTIQUE

## GET A QUOTE ONLINE TODAY.

You can insure your TC for surprisingly less than you think.





# tcTECHTALK

*with Mike Goodman*



## WHAT TO DO WHEN YOUR TC QUILTS

Remember, your car need three functions to run--Fuel, Spark & Vacuum. Check as follows:

### 1. Fuel.

- a. You can be out of gas.
- b. You can have a faulty fuel pump.
- c. You can have a carburetor problem.
- d. You can have a plugged fuel tank filter.

The easiest way to check for fuel delivery is to open the fuel line after the fuel pump. With the key on, fuel should come out of the line with some force. If the fuel dribbles out, you could have a weak fuel pump or a plugged filter screen at the tank. Loosen the line at the tank, fuel should run out. If it doesn't, remove the fitting. The fuel screen is soldered to the fitting. Be very careful when cleaning the screen is it is very fragile. When checking the pump for delivery, the pump should fill a soda pop bottle in about a minute. After verifying the fuel is coming forward, re install the fuel line at the pump and disconnect the fuel line at the rear carburetor. Fuel should come thru this line. If it does not, you may have a plugged fuel line. The original lines were metal braided over rubber. The modern gas does not like this rubber. Moss's fuel lines are metal braided over Teflon hose. This does not have any problems.

The most common carburetor related problem is in the float system. Lift the float bowl lid off and see if there is fuel in the bowls. They both should be about two thirds full. If they at the top, you probably have a float that has fuel in it. Replace the float. If one or both are empty, check the needle and seat assembly. The will stick closed and no fuel will enter the bowl. If the rear one is ok and the front one is empty, check the fuel line between the two carburetors. Once in a while but not very often, the metering needle attached to the piston comes loose. This will also cause the car to run poorly.

If the car has been setting for a long time, the choke assembly can freeze. Do not try to break it loose using the choke cable. Disconnect the choke link at either end and pull the brass lever to the rear. Once you have done this, squirt some WD40 or light oil on the jet and work it up and down until it frees up. Do this to both carburetors and then hook the choke link up. Another problem when the car sets a long time is the fuel will turn to varnish. To prevent this, you can add a fuel stabilizer additive to the fuel before you let it set. This additive will last about a year. You can purchase this additive at Home Depot or Lowes in the garden lawn mower department.

### 2. Spark

- a. Points / Condenser
- b. Distributor Cap



- c. Rotor
- d. Coil
- e. Wires

To check the points, remove the distributor cap and rotor, put the car into third gear and roll the car watching the points as they make contact with the distributor cam. You need to have the contact at one of the four corners of the cam. The clearance at the points is .012 thousands. If you do not have a feller gauge, you can use a business card. Keep the contact area of the points clean. To adjust the points, loosen the mounting screw just enough to allow the point lower plate to slide. Slide this plate to get the proper clearance and then retighten the plate. Roll the car to get the points to close. Put the car back into neutral, turn the ignition. Key on. Using a small screw driver, open and close the points several times. You should see a small spark at the contact area of the points. This verifies that the points are working. If there is no spark, verify that you have voltage at the points. The easiest way to check this is to use a 12 volt test light. Hook one end of the light to a good clean ground. Touch the other end to the screw assembly on the outside of the distributor which has the wire coming from the coil. The light should light up. If you crank the engine over with the starter motor, the light should go on and off. If not, check the wiring at the coil.

The distributor caps do give a lot of problems. There are two things to check. The first is in the center of the cap there should be a carbon plunger. This plunger makes contact with the rotor if it is missing or jammed, replace the cap. The other problem would be a crack. Electricity will follow the crack to ground. If you are on the road, you can paint the crack with nail polish. This will get you home, and then replace the cap.


Rotors can be deceiving. They can look OK and not work. I would always carry a spare. Hold one of the spark plug wires near a good ground and crank the engine. You should see a good spark. If not take the heavy wire out of the center of the cap and hold close to a good ground, while cranking the engine, you should see a good spark. If you do, the ignition system is working but the rotor is bad. The reason for this is the rotor rotates to each of the contacts inside the distributor allowing the spark to the proper cylinder. If the rotor is bad, the spark goes to ground inside the distributor.

Coils very seldom go bad. There is a resistance test but this is for a seasoned tech. The simple tests are, using your test light; verify there is 12 volts entering the coil. There are two small terminals on the coil. One of them has two wires hooked up to it. That terminal is the power terminal and should light up. The other terminal goes to the distributor. That terminal should blink off and on while cranking the engine. The same test that you used to test the rotor can be used to check the coil. Remove the center wire from the distributor cap; crank the engine and you should see a good spark. If the spark is weak, you probably have a bad coil.

The spark plug wires also do not give a lot of problems. These wires should be solid core wires meaning they should have wire in them. The newer cars use a wire that has a carbon impregnated string in them. This is to filter ignition noise for radios. These wires do give problems. If you are using these wires and have a radio, replace them and use the proper suppressors.

### **3. Vacuum**

a. You need suction (vacuum) to get the fuel into the engine. The major sources of the loss of suction are a bad gasket between the manifold and the cylinder head and or the carburetor gaskets at the manifold.

b. The other source of a loss of suction is the intake manifold. There is a plug at either end of the manifold. They can fall out causing a massive vacuum leak. There is also a small bolt in the center at the bottom of the manifold. This can fall out too. 

# ***Choose Moss***

***www.mossmotors.com***



***FREE  
CATALOGS!***

- Interactive Illustrations
- Tech Tips
- Original Specifications
- Online British Motoring Magazine
- Secure Online Ordering



Call or visit us Online

**800-667-7872**

**www.mossmotors.com**

INTERNATIONAL: 805-681-3400





# TClinic

## THE LUCAS R.F. 95 CONTROL BOX

### Part Two: Dynamo Regulation

by David Edgar, TCMG

In this TClinic we will delve into the mystery of the coils and points inside the RF 95 Control Box in an attempt to simplify the components so you will better understand it and do some tests.

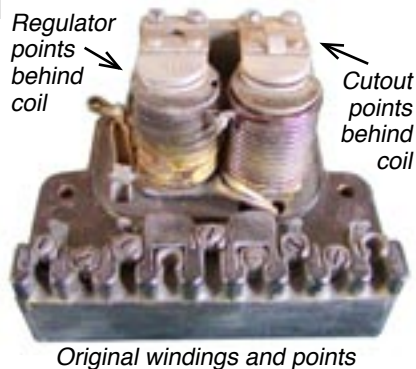
#### WHAT DO THOSE COILS DO?

Both coils and points control the connection between the dynamo and the battery. First off there needs to be an on and off switch to connect and disconnect the battery from the dynamo. It should be "on" (points closed) when the dynamo is producing enough current to charge the battery. It should be "off" (points open) when the dynamo is at rest or not producing enough current to charge the battery. If the dynamo was connected to the battery when at rest then it would drain the battery.

Secondly there must be some way of controlling the output of the dynamo. If it was not regulated then it could go wild and try to generate too much and burn itself out plus hurt the battery.

#### COIL IDENTIFICATION

When viewing the coils and contacts (in mounted position with terminal posts below the coils) the coil on the RIGHT side has the CUTOUT points which disconnects the dynamo when the dynamo is not producing current. The LEFT coil is the REGULATOR portion and regulates how much juice the dynamo will put out (assuming the dynamo is in good condition).



*Original windings and points*

#### HOW DO I KNOW IF THE CUTOUT IS WORKING?

Two tests here. Test the point contacts first. Disconnect the battery GROUND cable. Using an ohm meter, test reading between terminals A & D (terminals electrically on opposite sides of the points) and you should have nothing as cutout points should be open. Now manually close the points by pushing on them (OK to do with battery disconnected). Good points should read near zero ohms. If not, try making connections closer to the actual points to narrow down where the resistance is. If you do not have a ohm meter connect a test lamp between D and the battery terminal you took the ground strap off. Lamp should not light with points open and should be bright when points are closed. Any excess ohms or dimness in bulb will indicate point corrosion or other problems.

Next you need to test the coils. Reconnect battery and start the engine and idle. With volt meter between terminals D & E you should be getting 6-12 volts (lower at a low idle and higher at a high idle). Rev engine up to 1500 RPM and you should get 13.2-15 plus volts (depending on state of battery charge (lower if battery is fully charged and higher if battery is low). Do the same test at terminals A & E. A is tied directly to the battery so you should never go below battery voltage. Once dynamo

matches battery and points close then reading at A will go up from battery voltage and increase with dynamo output. If this is not the case then there may be a dynamo problem or a regulator problem.

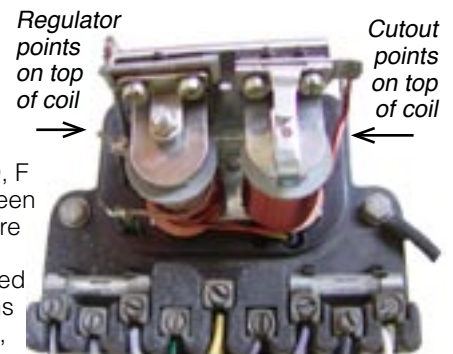
#### HOW DO I KNOW IF THE REGULATOR IS WORKING?

Again there are two tests. To test the actual points you need to disconnect the wire leading to the F terminal. Then put an ohm meter between the terminals F & E. You should get near zero ohms with good points. If it is higher try connections as close to the points as possible to narrow down where the resistance is. Now open the points. It should increase to around 60 ohms as a resistor takes over the circuit.

To test the coils connect a volt meter between F & E and set the engine at idle. At idle you should be seeing the same voltage as at the D & E terminals (probably 6-12 volts). Increase the speed of the engine and voltage between F & E will rise as the dynamo feeds the battery. Increasing the RPMs further, you will see the voltage peak and then start to decline. At about 2500 RPM you may only be seeing 8 or less volts. What should be occurring is the regulator is regulating the dynamo field windings to prevent it from destroying itself. Dynamo output is related to how much voltage is being fed to the dynamo field windings and how fast it is spinning. Put the same voltage to a slow spinning dynamo and a fast spinning one and you will get much greater output at the faster RPMs. So to keep control, and prevent dynamo burnout, the regulator senses output and drops voltage to save the dynamo at speed. If voltage does not follow the above pattern then the regulator needs adjustment or you have a defective dynamo.

#### WHAT IF IT ISN'T WORKING?

Most of the time just cleaning the points will fix problems. Adjustments can be made to the points but it is too much to go into here. Consult a manual or knowledgeable person. But I'll leave you with a couple ideas. If you suspect replacement is necessary you will find that a 5 post regulator is a fraction of the cost of a 9 post. The guts work identical (although may appear slightly different) and with a little work you can swap the coils and point assembly for terrific savings. And the new points are probably adjusted ready to go (worked on mine). If you have a good 5 post handy you can temporarily install it to see if the charging system works. The A, A1, D, F and E connections between the two different boxes are the same. You just won't have accessories attached to your fused connections such as the horn, wipers, stop lamps, etc. during the test.



*New 5 post windings and points mounted in old 9 post RF 95*





## **General Membership Meeting**

**November 28, 2007  
8:00 PM**

### **Program:**

**Classic car collector, writer  
and photographer,**

**BOBBIE'DINE RODDA**

**Citibank Community Room**  
2350 Honolulu Avenue, Montrose

Enter from the back of the building and go downstairs.  
GPS Coordinates: N 34.206 W 118.229

### **Midget Chassis/Classic Chassis**

Editors: Dave Edgar/Jim Crandall  
1454 Chase Terrace  
El Cajon, CA 92020

**FIRST CLASS MAIL**