



# TC Motoring Guild CLASSIC CHASSIS

*SUMMER EDITION*

*JUNE 2006*



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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

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Classic Chassis, our semi-annual issue.

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### ON THE COVER

2 During this year's Da Finchy Rallye, Pete Thelander snapped this photo of his beautiful, 1949 TC on Mullholland Highway overlooking the San Fernando Valley on a particularly gorgeous, February day.

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## 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

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

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

**Club Cloth Emblem:** \$4.75

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## *ron's***RAMBLINGS**

*by Ron Simon, President*

The other night as we drove up to our monthly TCMG meeting I noticed that there were no TC's in the parking lot. I really shouldn't complain as we were in our new Mini. As usual I got to reminiscing about how it was in the old days. It was very rare in those early days if someone didn't bring their TC to the meeting. For most of the membership it was their only car.

I remember that sometimes after the meeting was over many of us would get into our TC's and start racing down the hill, (there was no 210 or Glendale freeway then) and finally end up at the corner of Colorado Blvd. and Glendale Ave. There was a long gone coffee shop there, who's name I have forgotten, for more talking .

Sometimes after the meeting there would be an impromptu rallye with someone like the late Floyd Burt starting first, going as fast as he could and throwing out small bags filled with flour to mark turning places. The rest of us would start a little later and try to chase him by following the white markings as we drove. We usually ended up at a restaurant or coffee shop for more yakking.

Of course you must remember that we were all quite young and mostly single in those days. My first TC was my go to work car as well as a would be race car and had a roll bar behind the seat. At that time I worked for a small manufacturing company and there were times I had to deliver large cartons to customers. I would tie the carton to the roll bar and go on my merry way. I should also mention that I had no windshield just a little plastic screen in front of me and a straight pipe out the side instead of a muffler. Ahh, youth!

Even though most of us no longer use our TC's as regular everyday drivers it still fun to get together to go to places near and far with this great group of TC owners.

*Ron*

PS: Here is a picture of a sucessfull roll bar test from May'61. TC was repaired and ready to go again two weeks later.



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## MINUTES OF THE APRIL MEETING

**T**he April meeting started out in the usual chaotic way, until officially called to order. Keeping with tradition, the mail was the first order of business and contained a few interesting items. The California Oil Museum in Santa Paula sent an advertisement for a British Motorcycle Display running from May 7 through August 27. The MG Club of Nantucket invited us to join their upcoming parade so anyone who feels like a short drive across the country to Nantucket would be welcome to participate in the festivities. The rest of the mail was the usual offerings of various catalogs, the ARR newsletter and a flyer from Petersen Museum regarding current displays.

The first order of business was to discuss the recent threat of legal action over a seemingly anonymous poem published in the last newsletter. It was undecided how to deal with the problem and will most likely remain that way until more research can be done. If anyone has legal advice to offer please contact Ron Simon.

Old business began with a review of last month's minutes. They were accepted as printed, but a typo in the newsletter was corrected regarding the holiday party. This year's party will be held on December 3, not April 3! Many apologies if anyone showed up for the Christmas party last month!

**Joyce Edgar** reviewed the club's membership status and reported that 103 members have renewed, leaving only 8 unaccounted for.

**Lloyd Hendrickson** noted that the presentation on wire wheels has been rescheduled for June. In July the Henkels will hold their annual picnic. August will be a car safety check for the Conclave event. The Simon Movie Night will be held in September and October is of course the Halloween party. November is currently set for a paint touch-up class offered by Lloyd and the year's events will wrap up in December with the holiday party.

**Jim Crandall** put out a request for more photos for the next issue of the Classic Chassis, and as of the time of this writing he has received more than he can handle. He also noted that Stan's story which was recently published in United Airline's Horizon Magazine has been pulled from the upcoming Classic Chassis because the required time period since United's publication has not yet lapsed. Look for it in the next issue. In its place will be a humorous reprint of a Road and Track article on Nigel Shiftright's MG TC.

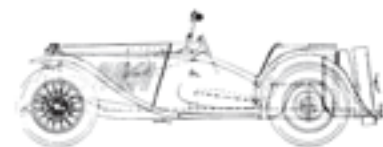
**Kay Einhorn** recounted the recent Hollywood Hills Run and all agreed that it was a fantastic event. There were over 20 cars, mostly T-Types on the run and despite a brief period of rain, the tops stayed down! Evan and Judy Humphreys of the Vintage MG Club did a wonderful job coordinating the run.

Kay also started out new business by mentioning Kavanaugh Motors in Sherman Oaks as a good place to take your TC for maintenance as they regularly have TCs in the shop for repair.

A few moments were taken to reflect on Gayne Wimer's recent passing.

The last order of new business was a discussion about transferring old club film and video footage to DVD for archival. **Larry Einhorn** and **Steve Simmons** offered a few options which are being considered. The meeting was then adjourned and the group returned to the normal chaos. ●●

*Submitted by* **Steve Simmons**,  
TCMG Secretary



# aprilPROGRAM

## MEMBERS' HOBBIES & COLLECTIONS



Ann Haile with a horned owl named Click. Click is part of a wildlife rehab group Ann works with. The owl is not able to survive in the wild due to an injury and is under protective custody and used in educational programs. Check South Bay Wildlife Rehab <http://www.sbwr.org> for more information.



Tony Henkels displayed some castings in bronze he is working on. One is a copy of a plaster race car and he also had some Lincoln parts cast in bronze to replace the pot metal originals.



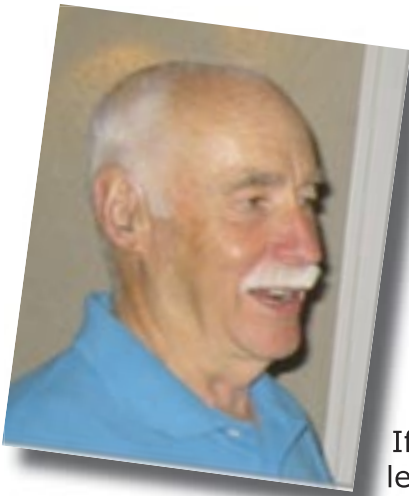
Pete Thelander had quite an assortment of MG related belt buckles, watches, pins, and other jewelry on display. Of course there was an interesting story to many.



Left: Loyd Hendrickson started collecting matchbooks after inheriting 2 albums of matchbooks. Although never smoking he caught the collection bug and now has thousands of very unusual and early matchbooks.

**Photos and captions by David Edgar**

**(CONTINUED ON PAGE 13)**



## What's Happening in Leo Pedersen's **mg**WORKSHOP

as told to Jim Crandall

If you've just furnished and landscaped a new home, taken on a challenging architectural project in Santa Barbara, accepted a seat on the Board of of the San Luis Obispo County Art Center, what's next? How about taking on the restoration of two classic MGs? Makes perfect sense..to Leo Pedersen that is.

With the perverted excitement of an enthusiast faced with a pile of parts and the prospect of a couple year's work in a cold garage, Leo says he "can hardly wait to get started" and went on to describe his new projects.

The first is a partially completed show car with a ground-up chassis restoration but with assembly, upholstery, paint and canvas yet to be done. This one will become a concours car to be sold to provide working cash for the second project: a proper, competition MG and the fulfilment of years of fantasizing about Buttonwillow, Willow Springs and Laguna Seca.

The acquisition was completed in the high desert town of Ridgecrest, California. On behalf of the estate of a friend, Gene Roth listed the unfinished T types for sale in our own Classic Chassis. When Leo saw the ad, he felt that destiny had done its dastardly deed and knew that this collection of classic bits and pieces had his name on it.

There remained the problem of transporting the two cars two hundred miles back to Leo's Atascadero workshop. The first vehicle, an early 1951 TD that will eventually evolve into a track-friendly ride consists of a bare frame, a seriously tuned engine, and the accompanying pieces including B front suspension, headers, racing seat and Brooklands wind screen. With the help of Gene and Martha, (see photos on next page) this car was loaded into a large, U-Haul truck for the trip to SLO County.

On a second run, the 1953 TD, was transported on an open car carrier towed by the family Lexus. This project is much farther along than the '51 consisting of a nicely detailed frame, engine and drive train, major chrome, and a primed bucket eagerly awaiting its wings, bonnet, hood, paint and upholstery. Since this car is closest to being finished, Leo has decided to tackle it first with the idea of creating a top-of-the-marque, show car with a traditional, red/bisquit finish. Upon completion and sale, he will then take on car number two--a flat out racer that pushes the limit of V.A.R.A. rules for competition T types.

"To tell you the truth," Leo confessed, "I'm looking forward to working on the race car the most. It'll have cycle fenders on the front, and maybe I'll leave off the running boards too. I can get more creative with this one. I'm also planing to get my racing ticket as soon as possible, but even if I never race, it'll be fun doing time trials and such. It's something I've always wanted to do." ●●

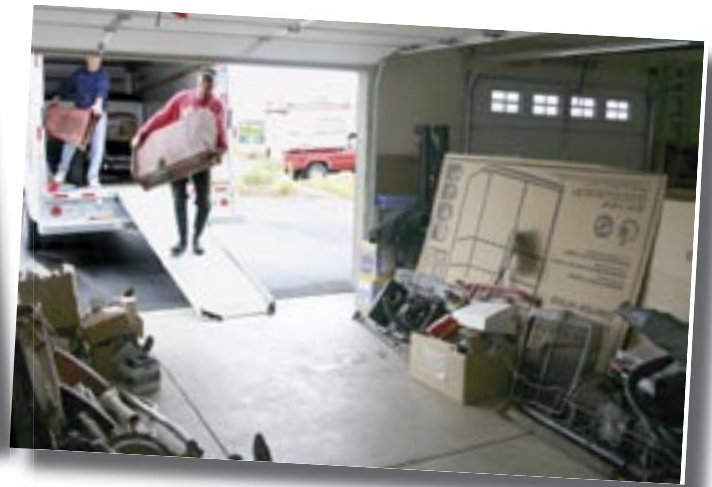
*Ed. Note:*

**6** *If ever there was an ideal birthday present.....a course in competition driving at Buttonwillow! Paying attention Martha?< <http://www.vararacing.com/Overall1.html>>*





Martha and Gene fit wheels to racecar chassis in Ridgecrest, CA. Below: Rolling the frame into a U-Haul truck with the aid of fire-wood-supported 2 x 12s from the local Home Depot.



Back in Atascadero, Leo and friend, Bob Friedrichsen, off-load the first batch into a bay of the Pedersen 3-car garage.



The show car is brought home on a Lexus-powered trailer with faulty lights...the Lexus, that is. Leo improvises with a hastily acquired 12 V. battery.



Racecar frame and bucket rest comfortably in the van with plenty of room on the sides for miscellaneous bits and pieces from both cars.



Project #1, the show car, anxiously awaits the restorer's loving hand in the well-equipped Pedersen workshop.



Left: A variety of MGs gather for brunch at the start of the TCMG/VMG Hollywood Hills Tour.  
 Right: A caravan of T Types navigate the relatively traffic-free roads of Griffith Park.

## *TCMG & VMG tour the HILLS OF HOLLYWOOD*

Photography by Steve Simmons



Left: Jim Crandall and Bobbi Simon chat at a rest stop atop a Hollywood Hills overlook.  
 Right: Linda poses in front of the legendary Hollywood sign in the Simmons TC.



Left: A view of Universal City from a Hollywood Hills summit.  
 Right: T Types wait at a signal in Burbank. The Bob's Big Boy lunch stop is just around the corner.





Left: Steve and Linda Simmons line up for the track tour on the first day of the **Moss / VARA British Extravaganza**. Right: Pete Thelander uses two large screwdrivers to replace a tube on the NE.

## *TCMGers go racing at* ***BUTTONWILLOW***

Photography by Steve Simmons, Lonnie Eskridge and Frank Patton.



Above: Steve and Pete tour the track in Pete's NE while Linda rides in a heavily modified (and fast) 1934 MG NE. Right: Linda naps between races.



Left: Steve and Linda Simmons with the first place trophy for winning the 'All MG pre-1962' category.



Below: Pete takes a parade lap in his MG NE.







De Finchy Rally - Lame Duck Kup

## ***"The Year So Far"***

Photos by Ron Simon, Pete Thelander, Steve Simmons, Jim Crandall



Angeles Crest Run - Midgets and Minis



Hollywood Hills Tour - A gaggle of T Types





In addition to the three great "official" TCMG events pictured at left, five members exhibited T Types in the Cambria Classic Car Show and Chili Cookoff (upper two,) and raced at Buttonwillow (lower right.)



Even the McKarney mutt likes MGs (above.)

Leo Pedersen (left) celebrates his final stop at a Buttonwillow station at 1:00am on his return trip from Ridgecrest where he purchased two TDs to restore.



Pete Thelander takes a lap at the Buttonwillow Moss / VARA British Extravaganza with Steve Simmons as passenger/photographer.

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## APRIL PROGRAM (cont.)



Pete Henderson couldn't bring his cars to the meeting room so relied on pictures of his mid-get racer, sprint car, TC and a Model A.



George Kershaw displayed his sequentially numbered personalized plates from Ohio when they lived there and also an old Rhode Island plate since that is where he was born. ●●

## **BITS** and **PIECES**



### SPEAKING OF COLLECTORS' ITEMS

The plaque above is not only rare, but may be the only one still in existence. Ron Simon sent in this picture of the first TCMG/ARR CONCLAVE participation plaque from the 1956 event.

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(BITS & PIECES continued on Page 19)

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## tcmg **CURMUDGEN**

*When asked to dredge up some of his famous MG curmudgenry, Bob McKarney came up with this blast from the past.*

### **LAWS THAT CANNOT BE BROKEN**

Many distinguished scientists, with names like Morris, Healey, Leyland, Mowog and Mur-

phy, shook the scientific community when they published a new theory of mechanical behavior called "The Laws For British Sports Cars". Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

#### **LAW OF PECULIAR RANDOM NOMENCLATURE**

"The name of a British sports car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is totally devoid of any meaning."

This law explains why British cars have spectacularly bad names, like "MG TC" "E-Type", or worse yet, "MGB-GT."

#### **LAW OF CRYPTIC INSTRUCTION**

"Any book, manual, pamphlet, or text dealing with the maintenance, repair or restoration of a British sports car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect."

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA Shop Manual: "Before rebushing the lower grunion banjos, you must remove the bonnet fascia and undo the A-arm nut with a #3 spanner." All attempts to publish an English language version of this manual have failed.

#### **LOVE OF HARDSHIP LAW**

"The more a British sports car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner."

You buy a British sports car. You have had it a year and a half and have replaced every item on the car at least twice. When the engine is started, it sounds as if someone has thrown

a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because "it is like part of the family," and besides, "it is so much fun to drive." British sports car owners often stare into space and smile a lot.

#### **LAW OF NON-FUNCTIONAL ATTRIBUTES**

"All British sports cars, regardless of condition or age, shall always have at least one system or subsystem of components which is entirely non-functional, and which cannot be repaired except on a semi-permanent or semi-functional basis." (Also known as the "Lucas Electrics Law.")

#### **RECENTLY DISCOVERED COMPONENT FAILURE LAW**

"Any component of a British sports car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of said component's existence, when it shall instantly fail."

Case in point: The author owned a rather natty MGB for six years. He never knew there was such a thing as a "Gulp Valve" until he saw new ones offered for sale by Moss Motors. The next day, while driving to work, his gulp valve fell off the engine and was promptly run over by a truck. He bought a new one, figuring to install it himself, but after one look at the shop manual, he decided to have someone else install it. (See "Law of Cryptic Instructions", above).

While driving the car to a local repair establishment, he notices that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. He figures this is due to the "Non-Functional Attribute Law", so he decides not to replace it after all.

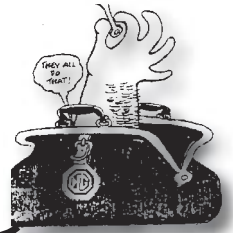
Three days later, the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the "Love of Hardship Law", offers to take the car off his hand for \$100. The owner just smiled. ●●

LBC Newsgrp. 1996



# tcTECHTALK

*with Mike Goodman*



## **PREPARING YOUR TC FOR A TRIP**

### **1. CHECK ALL FLUIDS:**

A. Transmission level should be at the second line on the dip stick.

B. To check the differential, remove the plug on the right side of the housing. The oil should run out of the hole. If the oil does not run out, remove the plug on the elbow fitting on the left side and add gear oil (140 weight) until it runs out the right hand plug. Do not overfill as it will run out the ends and damage the brake shoes.

C. To check the brake fluid, remove the carpet on the right hand side. You will see a metal plate on the floor board. Loosen the screw on the open slotted side and slide the plate open. The cap on the factory cylinders has a 1" hex which allows you to use a socket to remove the cap. The after market cylinders are fitted with a plain cap. You will have to reach down thru the hole and unscrew the cap. Fill the cylinder to just above the metal plate which you can feel with your fingers. Fill with dot 4 fluid or a fluid that is compatible with the British rubber.

D. The radiator level should be about 3/4 inch below the top.

E. Fill the carb. dampers (remove the brass cap on top of the round chamber) with a light weight oil to about 3/16 below the top of the damper. ATF oil works well.

2. CHECK THE FAN BELT FOR CRACKS AND TENSION. Do not over tighten the belt. You should feel about 3/4 of an inch of movement in the belt. Make sure that the mounting bolts that hold the generator to the block are tight. There is a brass fitting at the rear of the generator. This is to oil the rear bushing on the generator. Remove this fitting. You will find a felt wick in the brass fitting. Soak the felt with oil and reinstall. This should be oiled every 1000 miles.

3. CHECK THE ENGINE OIL FILTER STRAP THAT HOLDS THE FILTER TO THE BLOCK. If this strap comes loose or breaks, the oil lines can fracture causing a major oil leak. Check the two metal oil lines for any fatigue cracks. Check the flex oil line on the left side of the engine for leaks or damage.

4. CHECK THE TWO FUEL LINES FOR LEAKS OR CRACKS.

5. CHECK THE CARBURETOR MOUNTING BOLTS TO THE MANIFOLD. Also check the mounting bolts that hold the float bowls to the carburetors. When tightening these bolts, hold the bowls so that they do not interfere with the throttle linkage. There should be a brass pipe running from the top of each float bowl to the front of the engine. If these are broken, they should be replaced. The purpose of these pipes is to divert unwanted fuel to the front of the engine away from the exhaust manifold. A bad float, carburetor needle and seat or just dirt can cause this leak.

6. CHECK THE WATER PUMP FOR EXCESS PLAY. The easiest way to check this is to grab the fan blade and try to move it forward and back. There should not be any excessive movement.



(Raise the front of the car off the ground.)

7. CHECK FOR LOOSENESS IN THE FRONT HUBS AND/OR WHEEL BEARINGS. Grab the top of the tire and try to move it in or out. If there is movement, see if the movement is between the brake drum and the backing plate. If there is movement, you should remove the hubs and examine the bearings and hubs. If there is movement, but the hub and backing plate move as a unit, check the kingpin.

8. Check the arm that is attached to the steering box. This should be tight.

9. CHECK THE BOLTS THAT HOLD THE AXLE TO THE FRONT SPRINGS. There should be two nuts (one is a locking or jam nut so they will not come loose). Tighten if necessary.

10. CHECK THE SHOCK LINK THAT GOES FROM THE SHOCK ARM TO THE SPRING MOUNT. These links have rubber in them and do go bad.

11. CHECK THE TWO FRONT BRAKE HOSES FOR CRACKS AND/OR LEAKS.  
(They go from the frame to the backing plates)

(Raise the rear of the car.)

12. Check the spring bolts to the differential. Also check the plate on the differential where the spring bolts go through, as they crack at the bend.

13. Check the drive shaft bolts for tightness. Grab the differential flange where the drive shaft is attached and try to move it up and down. There should be no movement. If there is, dismantle the differential and check. (This is usually a bad pinion bearing.) Check both universal joints for looseness.

14. CHECK FOR LOOSENESS IN THE REAR HUBS AND/OR WHEEL BEARINGS. Grab the wheel at the top and try to move it in or out. You are checking for a loose axle hub, bad bearing, or a loose bearing hub.

15. CHECK THE REAR EXHAUST TO FRAME BRACKET. They do work loose.

16. CHECK ALL WHEELS FOR LOOSE OR BROKEN SPOKES. Check all tires and tubestems where they come thru the rim.

17. CHECK BATTERY AND CABLES FOR TIGHTNESS. The battery should be held down with a bracket or blocked so it cannot move around. ●●



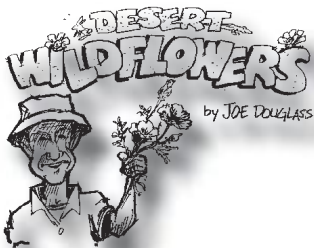
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# comingEVENTS

## May



**Saturday  
May 20th**

**Wildflower Run  
and Picnic**

Leave at 9:30am from McDonald's at 2nd Castaic exit from San Diego Freeway (405) Our trusty scout, Joe Douglass reports roads are open and flowers should be in full bloom.

## Special



**Sunday, May 21st  
10 a.m. to 4:30 p.m.  
at the  
Pasadena Rosebowl**

*Benefiting the Assistance League  
of Southern California*

## Upcoming

**June--TCMG Cherry Pick Date TBA**

**July--GoF (see ad in next column)**

**August Otis Chandler Museum TBA**

**September--Open**

**October--13-15 Conclave**

**November--Open**

**18 December 3--Holiday Party**

## GoF West 2006

### July 3rd -7th

If you haven't signed up for this year's gathering of the faithful, it's not too late.

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**Deadline for the  
July Midget Chassis  
June 10th**



## BITS & PIECES (continued)

.....also from the archives of our resident curmudgeon, Bob Mc Karney with thanks to thanks to Rick Friebusch.....

### ON AUTOMOTIVE ENGINEERING

If a component requires four fasteners to hold it together:

- The English will use four that are made out of a dissimilar material to the unit and through electrolytic action will corrode to the point that they can't be removed without using a drill.

- Italians and French will use three spring clip thingies that once removed can not be reused and have not been generally available in the United States for at least fourteen years.

- Germans will use six, stainless steel, fine metric threaded pieces that are protected by high grade, semi-transparent clips with vinyl covers.

- The Americans will make it of ground-up recycled plastic soft drink containers in Mexico, install it in Canada, and ask for US tax credits. The part will never fail but at 30,000 mile intervals, it will send a signal to activate a flashing dashboard warning light that has to be reset by a factory trained mechanic with a special tool at the local dealership for about sixty bucks!

- The Japanese will make it out of plastic and it will work fine until the body rusts off of the car.

*All TCers regret the loss of Skip Kelsey, a true friend to the classic MG.*



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This traditional British Sponge Pudding is made with syrup, suet and raisins. It is often served with custard. Available in 285 gram cans. I have to tell you, at Christmas time this year I sold out of Spotted Dick, seems to be a big hit at Yankee Swap Style Christmas parties.

**\$4.95**

<http://britbits.com/>  
*Sounds good to me! Ed.*



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Enter from the back of the building and go downstairs.

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**The Classic Chassis**

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