

TC Motoring Guild MIDGET CHASSIS

A Publication by the TC Motoring Guild, Inc.
Editors - David Edgar & Jim Crandall



This is a photo of Bill & Sue Cowan's 1949 TC 9149. The TC stretches it's legs on the roads around Manassas, VA. They joined the Guild late last year and we recently got a photo to share here.

1949 TC 6736 with proud owners Bob & Jackie Wills out of Liberty Lake, WA. They joined the Guild this August.



The Midget Chassis
David Edgar, Editor
1454 Chase Terrace
El Cajon, CA 92020

First Class Mail

Oct. 24 TCMG General Meeting and
Costume Contest 7:00 pm



Oct. 28 Kinetic Sculpture Race Tour

Nov. 19 Vintage MG Parts Exchange

Dec 3 TCMG Holiday Party

Inside this Issue

October TCMG Meeting	pg 5
TCMG Tour Schedule	pg 6
New Members	pg 9
Holiday Party	pg 11
Sept. Meeting Minutes	pg 12-13
Chevy Rear Seal Report	pg 14



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



TIRES

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

We can save you money!
FREE CATALOG



2850 Temple Ave., Long Beach, CA 90806
Fax 562-595-0381 • **800-952-4333**
www.lucasclassictires.com



Shadetree Motors, Ltd.

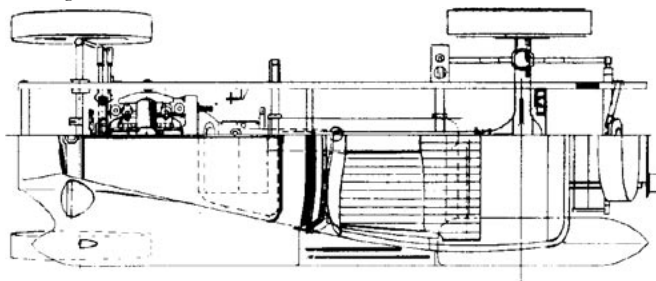
MG PARTS MG SPECIALIST

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

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

Please note that while Skip Kelsey has passed away, the Shadetree business is going strong with Bob Luebbert

Our advertisers are
also posted on our
TCMG web site
tcmotoringguild.org



The Midget Chassis

Published in Southern
California by the
TC Motoring Guild
PO Box Number 3452
Van Nuys, California
91407

The **Classic Chassis** is
our main news
publication put out
semi-annually.

The **Midget Chassis**
fills in on the
“off” months

All contributions:
articles, letters
advertisements, and
captioned photos
for next issue should
be sent to:

The **Classic Chassis**
c/o Jim Crandall,
31800 Cottontail Ln.
Malibu, CA 90265
email:
jim.crandall@yahoo.com

**Deadline
for next
Chassis
newsletter
is Nov. 10**

RON'S RAMBLINGS



FIRST CONCLAVE

*Return with us now to those thrilling days of yesteryear,
when out of the past come the hoof beats of a fiery horse
with the speed of light, a cloud of dust and a hearty . . .*

“Wait a minute,” this was supposed to be about the first
conclave not a radio program. Fifty years is a long time to re-
member the exact details of how it all came about. Back then the TCMG was small
car club made up mostly of young, single guys whose interest was in owning, main-
taining and driving TC's. Our meetings were in various places, usually someone's
home or in a park or business. The Montrose meeting place hadn't come about yet.

I don't remember how it came about, but we agreed to have a run up to San Luis
Obispo to meet with the Abingdon Rough Riders of San Francisco, as San Luis was
approximately half way. We called it the “First Joint 500 Mile Tour and Conclave.”
The TC Motoring Guild had some small green, triangular flags printed with “TC” to
mount on our cars. The ARR had an orange rectangular flag. Unfortunately almost
none survive. I believe Dwane Carlson may still have his.

We left Glendale on Friday Sept. 27, 1957 with about 8 TC's. We left late in the
afternoon, after every one got off work, and drove north through the valley and up
towards Santa Barbara. The freeway network hadn't been completed at that time
so we drove mostly on two-lane roads and the highway. I remember that when the
sun went down it got very cold and damp. We stopped for food somewhere along
the way and arrived at the motel in San Luis Obispo late in the evening. The rest
of the weekend is a blur. I recently looked at the movie that I shot with my 8mm
Bolex camera, but the faces are not clear enough to be recognizable. I do remember
that Dwane Carlson and former members Bill Fulton, Terry Mason, and Bill Stone
were there, and the late Lucien Remy, who was then ARR president. If anyone has
memory of anyone else that was there, please let me know.

This first conclave established the now essential TC conclave line up. As I remem-
ber there were 16 TC's and an NA. We were assisted in setting up in a local park
with the aid of the San Luis Obispo Sports Car Club. I wonder if they are still in
existence, and if so, should we invite them to our 50th conclave line up?

Ron Simon

2006 TCMG OFFICERS & CHAIRS

President	Ron Simon	818-708-2033	simon90248@yahoo.com
Vice President	Stan Belland	818-787-1152	stanuys@earthlink.net
Secretary	Steve Simmons	818-999-3379	websim@pacbell.net
Treasurer/Membership.	Joyce Edgar	619-593-8255	djedgar@pacbell.net
Director/Programs	Lloyd Hendrickson	626-330-0016	racer404@adelphia.net
Director/Event Chair	Gene Olson	805-522-8052	olson_g@msn.com
Ex Officio	Pete Thelander	714-892-0703	pthelander@earthlink.net
Raffle Chair	Tony Henkels	626-793-2813	chkitty@sbcglobal.net
Regalia Chair	Bob Wilmer	310-394-5232	
Web Site / Editor	Jim Crandall	310-457-3967	jim.crandall@yahoo.com
Editor	David Edgar	619-593-8255	djedgar@pacbell.net

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



Don't forget that this issue of the Midget Chassis is also available on our club web site in living color. And you will find web pages on most our activities in color as well. Check it out.
www.tcmotoringguild.org



**Tuesday,
Oct 24th**

7:00 PM

**Potluck Dinner
and
Costume Contest**

The potluck dinner starts at 7:00 PM and the business part of the evening starts at 8:00. Lasagna, drinks, plates and utensils are provided for the dinner. You provide the side dishes (bread, salad, dessert) and GREAT company. Contact Bobbie Simon for side dish you'd like to bring - 818-708-2033 or simonbobbie@yahoo.com

Our world renowned costume contest will also take place. No theme this year so the sky is the limit. Come disguised as a TC part, an Edsel part, cartoon character, your spouse, a rock or we will even let you in as yourself. Just come and enjoy. We voted at the last meeting to fund prizes so don't hold back.

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

Enter from the back of the building and go downstairs.
GPS coordinates: N 34.206 degrees, - W 118.229 degrees.

C&S Classic Battery Co

Batteries, Chargers, Electrical & Parts

OPTIMA



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

email_simon90248@yahoo.com

Ron Simon

**"Optima Introductory Special"
Battery for TC #75/35 Red Top \$104.00**

TCMG Tours and Other Events



OCTOBER 28 KINETIC SCULPTURE RACES

Join other TCMGers as we venture to Ventura to see the wild and wacky Kinetic Sculpture Races. Never know what to expect with the racers. See previous year's events at: www.kineticrace.com

Meet at Michael D's Cafe (Bowling Alley) on Ventura Blvd at Lakewood.



VMG Parts Exchange



33rd Annual Vintage MG Club

All MG Parts Exchange

Sunday, November 19th

7:00 am to 1:00 pm

General Admission: \$5.00

Vendor Parking - \$20 first space

\$10 each additional space

For more information - John Seim
949-786-5697 kingseim@earthlink.net
or: www.VintageMG.com

LOCATION:
College Park, College of
Communications
2600 E. Nutwood Avenue
Fullerton, CA 92831

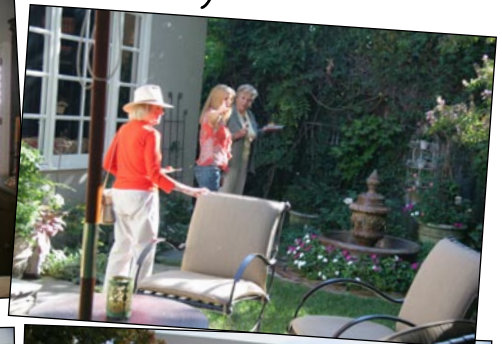
*And congratulations to the Vintage MG
Club of Southern California as they
celebrate their 35th Anniversary as a club.*

Chandler Museum Tour

Friday Sept. 29 was a lovely day for the Otis Chandler Museum tour. Linda and Steve Simmons hosted the meeting place at their home. Linda provided a fabulous breakfast of coffee cakes, quiches, and enough goodies to feed hundreds. Steve's garage inspired awe. Imagine walking into the garage captivated by the cleanliness and the beautiful MGA you see, only to realize a moment later there is also a YB above your head. 3 TCs led the group to Oxnard- Simmons, Lutz and Olson. Also attending were Simons, bringing Harvey, Crandalls, Gordon Bundy, Gordon Glass, William Sopkin and Marion Goldstein, and Ron Toth. In Oxnard we were met by David Reid in his TC.

Arriving a little late (because Portero road was unexpectedly closed- I drove that on Monday!) we found the museum a popular place. We had to wait 20 minutes in line to get in. (I heard it was quite a wait on Saturday.) One bit of nice news- the entry fee was waived- a gift of the Chandler estate to the public. The cars are spectacular. My favorite is still Jeannette McDonald's 1934 Packard Town Sedan. This is also a very impressive collection of early motorcycles- lots of leather belt drives and pedal starting. After feasting our eyes on classic cars we drove to the Old Vienna Restaurant for more substantial feasting. Cars and food- a good

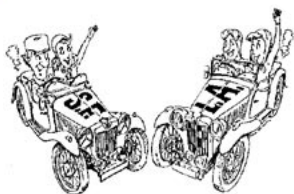
Gene Olson



photos by Steve Simmons

The Big Five Oh!

Kudos to Allan & Linda Chalmers for their fabulous work in organizing this 50th year event. YEAH !!



TC CONCLAVE
Morro Bay, 2006

The Conclave is history now but there wasn't time to do it justice in this issue. Look for a complete report and pictures in the full size Classic Chassis next

month. If you have input and or pictures, feed them to Jim Crandall for that issue as soon as you can.

Jim Crandall, 31800 Cottontail Lane, Malibu, CA 90265
email: jim.crandall@yahoo.com

Meanwhile here are some teaser photos to get you by for now.

Four TCs wait while occupants look for clues at the Pozo Saloon on the tour.

Kay Einhorn, Bobbie Simon, Joyce Edgar, David Reid and his wife Terry Schuller looking for Morro Rock - maybe they should turn around.



Now here is something VERY RARE. Dirt on Gene Roths TC. It didn't stay there for long though.

The Next Generation of TCers

Jon & Susan Hermance invited their daughter Allison to join them and she beamed a huge smile when she drove part of the tour. And no they didn't all squeeze into the TC at once - they brought a second car.



Bob Davenport had his son, David, with him. David is the driver here on the tour. Despite having to drive the TC (with Brookland screens) in heavy rain, both are looking forward to the next Conclave.



Welcome to Our Newest TCMG Members

Please welcome another new TCMG member. This brings us up to 110 members in the Guild now.



Doug & Sharleene Pulver

4634 Cheshire Street
San Diego, CA 92117
phone: 858-278-5359
dougpulver@aol.com
1948 TC 5850 XPAG 6616 Red / Biscuit



Bought TC in 1996 from Canada. It supposedly was restored in early '70s but I stripped it down to frame and built it back up with one eye toward originality and the other towards expense. Still looking for original carbs and air filter assembly. Also own a '55 TF, '69 MGC GT, '68 MGC convertible and a '78 Midget (Shar is original owner).



Bob Kramer

78-303 Sunrise Mountain View
Palm Desert, CA 92211
phone: 760-466-7713
tcbobk@yahoo.com
1948 TC 6517 XPAG 7185 Cream / Red



Bob acquired this TC in July of 1969 with 37,000 on the odometer. You may recognize Bob from previous Conclaves with the white walls and being a AAR member. Modifications include the Datsun steering, Igniter ignition, and Marino axles. He recently moved down South. Bob also owns and shows a '52 Austin, A40 "Sports."



And here is a picture of Bob & Jackie Wills. I had listed them as new members in the September issue but did not have pictures until now. Their beautiful green TC is pictured on the cover.

Earl Sargent Award

At this time we have the following in the running for the Earl Sargent Award for driving their TCs on club events. One point for making a meeting, two for a tour and 4 for the Conclave

Appell 2 pts
Belland 4 pts
Chalmers 4 pts
Crandall 4 pts
Davenport 4 pts
Douglass 4 pts
Edgar 6 pts
Einhorn 6 pts
Glass 4 pts
Hermance 4 pts
Kramer 4 pts
Long 4 pts
Lutz 4 pts
McCanne 4 pts
McKarney 4 pts
Olson 15 pts
Pedersen 4 pts
Pulver 4 pts
Reid 4 pts
Roth 4 pts
Simmon 10 pts
Simon 8 pts
Storms 4 pts
Thelander 4 pts
Traill 4 pts
Walker 4 pts



Get your TC out for some fun.

Terry Sanders

This note from Allan Chalmers on Terry Sanders dated Oct 5.
Terry has just come through a bypass operation at Summit Hospital in Oakland yesterday. He had gone in for an angioplasty and they didn't let him out because his condition was critical. Cindy says he went through the operation OK and will be in there for several days. They haven't lost any bypass patients this year and they do 700 annually. He will have a period of recovery and should be fine. He joins David Letterman as a quintuple!



Note - Terry is now back home and staying in touch with the MG world through his computer.

TCMG Holiday Party

Sunday, December 3rd, 6 p.m.

Annual TCMG Holiday Party and Meeting

Sportsmen's Lodge Oak Room

12833 Ventura Blvd., Studio City,
phone: 818-755-5000



This is one of our biggest attendance events.

Don't be left out because you forgot and planned something else.

Get in the spirit

Please bring MG or MG related items for auction by our
World Class Auctioneer,
Art Ludwick.

Please bring an unwrapped children's toy for annual charity donation.

Please send in RSVP with info and check by Nov 15th

Name (s) _____

- ☐ Prime Rib
☐ Salmon
☐ Pasta Primavera
☐ Prime Rib
☐ Salmon
☐ Pasta Primavera

Number of reservations at \$25 each. _____ **Best Deal in Town**

(Club is subsidizing remainder of cost for members. If non-family members wish to attend please contact Joyce Edgar for cost).

Make checks payable to: TC Motoring Guild

and send to: Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020

So. Calif. British Car Owners Forum

A new forum specifically for Southern California's British Car Owners is emerging on the internet. Most car clubs don't have online forums. The few clubs that do host a forum typically suffer low activity and it falls apart after a while. This leaves dozens of clubs in one of the richest classic car communities in the world completely separated from one another.

So the goal of this new web site is to unite and strengthen the local British car community. Members will be able

to share local resources, discuss technical issues and offer advice about the cars we love. There is also a free Classified Ads section so you can sell items locally. Signing up is simple and costs nothing! So feel free to join and help enhance our hobby!

The more people we can get onboard and using the forum, the more useful and fun it will be!

Visit So Cal British Motoring Forum at
<http://www.socalbritishmotoring.com>

Sept. 26, 2006 General Meeting Minutes



Surrounded by old cars. Great meeting spot.

Our meeting this month took place during the much anticipated Simon Movie Night. The early arrivals came at 7:00 to look over all the beautiful cars and movie props at the Simon museum, which is actually called Cornwell & Sheridan Classic Cars. It also gave us a chance to visit with each other as well and catch up.

Ron called the meeting to order somewhere around 8:00. Usual items were in the mail bag. Minutes of last meeting were accepted as printed in the Midget Chassis and Joyce then gave her treasures report. We gained another new advertiser in the newsletter, Kavanaugh Motors in Sherman Oaks, who spoke at a previous meeting. They offer a full range of maintenance and repair for all vehicles, including MG TC.

Lloyd made a request for \$25 from the budget to be allocated for a prize for next month's Halloween Potluck. The motion was not only passed,

but the amount was raised to \$50 by an enthusiastic crowd. Not entirely coincidentally, these were the same people who will be competing for the prize! Apparently, the going price to make the biggest fool of one's self by dressing in costume is more this year than last. Lloyd also noted that November is still open for a meeting program so send any ideas you have. The meeting for December is our Annual Meeting and Holiday Party.

Gene Olson has planned a trip to the Kinetic Races in Oxnard at the end of October. December 3rd is of course the Holiday Party. There was no mention of any events in November.

David Edgar spoke on the ongoing legal issue with the poem author, with comments made by members in attendance. A vote was passed which would offer \$200 to the author in exchange for dropping the threat of a law suit against our club.



Gorden Bundy and David Coleman check out the Russian motorcycle and side car.



David & June Simon who graciously opened their collection and museum to the Guild for the meeting. Thank You !!!



David & June Simons TC



Bill & Marion pose in front of one the many gorgeous vehicles

It was announce that Dave Coleman was officially retired now but was going back in to do relief fill in work. Congratulations David.

Finally a big round of thanks went out to the Simons for letting us use their great facility.

The meeting was then adjourned so the movie, one of Al Moss' racing videos, could begin. (Ed. Note - for those interested in purchasing the set of DVDs shown that night see page 17 in this issue.)

Minutes submitted by,

Steve Simmons



David Coleman showing his glee at just becoming retired.

Chevy Rear Seal Conversion

Well after 850 miles of driving this last weekend on the Conclave I am happy to say my Chevy rear seal conversion is holding up. Since there has been quite a bit of interest in this I said I would do a report on what I found and things to look for when doing this conversion.

If you have the Chevy rear seal conversion already and if it leaks the first thing I would do after pulling the engine is to remove the pan and flywheel. By doing a bench test you may be able to determine exactly where it is leaking now and thereby give you something to target if the leak area is not initially evident. First clean the back of the engine so you can spot new leaks. If you have an engine stand turn the engine upside down and attach a vinyl hose (found at Home Depot) to the rear main bearing cap drain. Use half inch OD hose if you have completely removed the drain tube or use half inch ID if you still have the drain tube. You only need a couple feet. Next fill the hose and bearing cap with a light oil and observe the seal area for leaks. You might even try blowing in 10 psi of air to help force it if a leak is not found right away. Note that you are actually filling the sling area with oil. Some oil will escape into the bearing area and that is OK. If you found a leak then you have a target. If you didn't find one you could add a dye (get from an auto parts store) to make the leak more visible. Give the crank a few turns if the leak is not forthcoming. For those of you who do not have an engine stand you can tilt the engine on end to conduct this test if the head is still on.

Engine standing on end with vinyl hose into bearing cap..



Please note that the flywheel in the photo has been removed for display only. Flywheel is installed before the pan.

If for some reason a leak is not found the oil leak may actually be in at: (#1) the cam shaft plug, (#2) the oil gallery plug or it may have been at the (#4) pan gasket or cork seal. You can test the plugs by connecting a 5/16 inch vinyl hose to the oil gauge take off. Wrap the threads with teflon tape, push the hose over the threads and teflon and then use a small hose clamp to



secure it. I had bought a 20 foot length of hose at Home Depot. I filled it with light oil and then took an air nozzle and blew the oil in at 40 psi. Oil will ooze throughout the engine and past the bearings so be ready to catch it to prevent a mess. Inspect the cam and oil gallery plugs for leaks. Again, use of a dye may help. Also look at the left engine side bolt (#5) that holds the aluminum slinger plate in place for leaks on this test. Sherrell describes the possibility of this bolt hole hitting the rear main oil feed gallery line and having oil leak out from behind the bolt.

If no leaks are evident at the rear seal area or from plugs then there is a good possibility your leak was from the cork seal between the pan and the bearing cap.

If you found a source for the leak then work that area. Here is what I did to fix my leak there.

First, make sure the aluminum slinger cap aligns to the bearing cap. Many have said that the cap has to be perfectly flat where it mates to the block but mine was warped and the RTV does OK there. Of course a new flat piece or a self made piece would be better. Do not use a gasket, just RTV. Do not use the dowel pins either. Bill Traill also suggests opening up the bolt holes if the aluminum cap does not meet the bearing cap. Opening up the holes lets you push the cap down against the cap.



When the aluminum cap is machined down for the seal it does get thin and weaker in some areas. I filled the back cavity in with JB Weld to strengthen the cap. I also filled in part of the front area as well down where the piece meets the bearing cap. I effectively doubled the seal area by doing this. See photos - shaded area is where I filled in. Bill Traill suggests drilling holes in the aluminum with countersinks to give the JB Weld some anchor points.

Another suggestion Bill Traill gave me was to look closely at the area where the bearing cap studs enter the block. Closely examine to see if there is any lifting of the block caused by the stud threads pulling down the metal. If this happens then the bearing cap will not seat flush with the block and there will be a slight gap between block and cap for oil to work through. If you remove the studs and pass a file over the area the high spots will show up. To counteract this or just to be on the safe side you may elect to do a bevel cut the width of the threads using a 90° cutter. I had left my crank in and the studs were not budging but close inspection did not indicate any lifting. I did however do a bevel cut on the cap as an added precaution. Check to see if you have lifting by torquing the nuts down and see if you can get a feeler gauge between the block and cap. Check both sides and front and back.

Do a test fit and check aluminum to bearing cap clearance. I got it to where I could not fit a piece of .001 shim stock in by building up the aluminum with JB Weld. Double check that the aluminum cap and the bearing cap seal flanges meet and are aligned.

I used the Fel-Pro brand seals. Observe if both lips ride on the journal. If not

Continued on page 18

MGCC and T Register Websites

MG Car Club

The **MG Car Club**, of which the TC Motoring Guild is a chapter, has a web site with many interesting things on it. Visit it at: www.mgcc.co.uk

One division of the MGCC is the T Register which has its own web site with many recent additions. You can go direct to it at: www.tregister.org You can also get to it via the MGCC website by clicking on the following series of links Click on the menu of Models & Ranges, then T Type and then www.tregister.org.

The T Register

Once at the T Register's website of www.tregister.org be sure to click on the following links:

The Register

This will bring up a window where you type in what you know about your T, be it chassis number or

model (note that it only will accept English licence plate info). Select your car and you can update the ownership info, add a picture or whatever. You can also view the factory records to see when it was built.

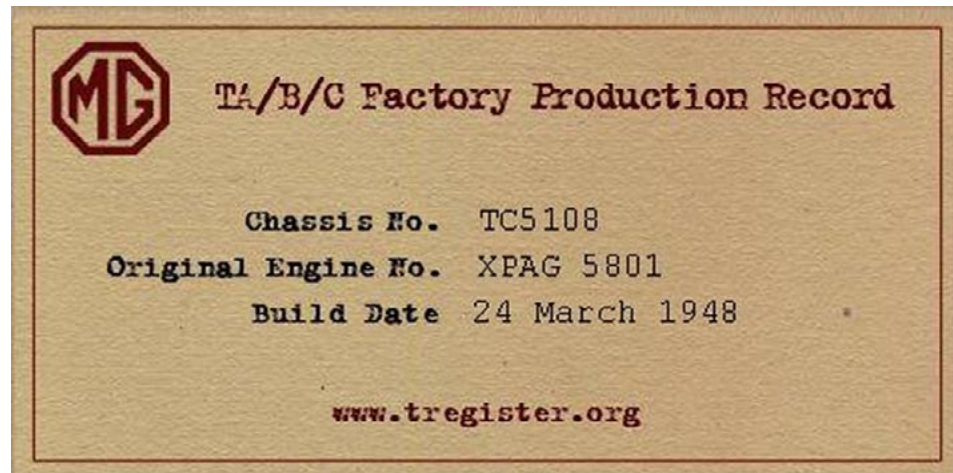
Production Records

Enter your chassis number and click "Search" to retrieve the production record data held for your car, which is its original engine number and the date it rolled off the production line.

(Be sure to enter the letter prefix (such as TA, TB, TC or TF) followed by the number. Do not put a space in between. Example of correct format: TC0750)

Totally T Type

Download back issues of the newsletter, or search for an article you want to find.



For Sale

1948 MGTC

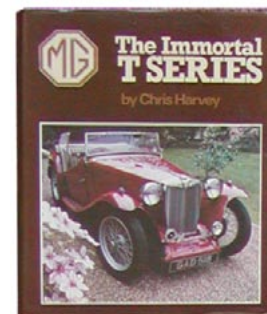
TC4703, XPAG5325 (matching numbers) Runs well, good oil pressure, decent compression and everything works with about 40K original miles on the car. It has been painted and reupholstered in original colors but firewall still sports the factory original paint as evidenced by International Motors stickers on it from the dealer. Asking \$25,000 to someone who will give it a good home. A trailer is available for another \$800 and a period supercharger (excluding manifold and pulley) for \$2,000 as well.

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



For Sale

The Immortal T Series book 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



For Sale

TC STOP LAMP

A couple members liked the stop lamp that Doug Wimer had mounted on his TC spare tire. They had seen it at the Conclave in Sequoia. Well Doug went out and had some more made so if you would like one please contact him at: Doug Wimer
phone: 435-654-2117 (in Utah) or
email: tc49@aol.com



For Sale

Racing DVDs - Several members asked about how to purchase the DVD set of racing films shown at our September meeting titled *Films of the Fabulous Fifties*. The 3 1/2 hour set of 3 DVDs was put together by Al Moss and includes scenes of our Ron Simon racing. The set costs \$50 (including shipping).

Order from: Al Moss, 1015 Soldier Pass, Sedona, AZ 86336. No credit cards, so must send a check. Specify to who and where it should be shipped.

TC Wanted

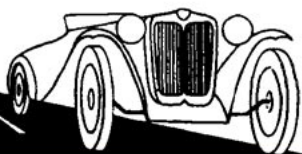
I am looking for a MG TC to restore. Prefer a "driver" but will consider all available.

Regards

Eddie D. Gose, J. D.
Texas A&M University
(979) 458-6145
email: E-Gose@tamu.edu

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

818-788-3375 . 818-788-3377 . 323-872-1122

FAX 818-788-0516 E-MAIL jkavan1497@aol.com

WEBSITE: www.kavanaghmotors.com

D. Kavanagh Motors, Inc.

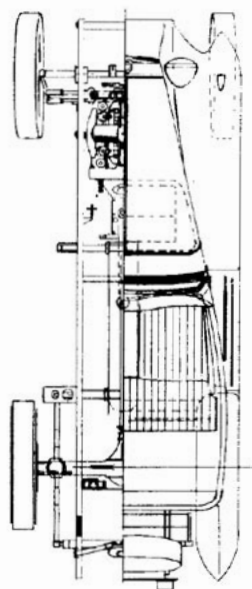
COMPLETE AUTOMOTIVE CARE

13428 VENTURA BLVD.

SHERMAN OAKS, CALIF. 91423-3914

DECLAN KAVANAGH

SINCE 1958



Chevy Rear Seal Conversion (continued)

use of an offset type seal may be needed (part number BS11829-1). You may want to buy marine seals rather than automotive seals as the marine seals are rated for a higher RPM. Make sure metal stiffener inside the seals do not protrude past the silicone. The silicone needs to meet to create a seal where they meet. On a previous attempt I had used Victor Renez seals and when I butted the seal halves together I could hear the metal click together. Maybe I had just gotten a bad seal but do be aware of this.

Torque the bearing cap in place and then install the aluminum cap using RTV to take up any warpage voids. Ensure the aluminum cap butts and aligns with the bearing cap. Next remove the bearing cap and installed the seals. I used a thin layer of RTV between the seals and the engine.

18 I also offset the seal joints from the bearing cap to aluminum plate joints

by rotating the seals slightly. Be careful not to get RTV between the seal joints. I used a light smear of plyable Halomar sealant there.

Once RTV has cured for 24 hours repeat the bench test on the seal area. Note that I removed the drain tube completely per suggestion of Andrew Bradley who originally came up with the Chevy rear seal conversion.

Once satisfied that the seal holds and does not leak I put the flywheel and pan back on. You could put a quart of oil in the sump and tilt the engine up on end to test the sump to block sealing if you desire. You'd have to let it sit awhile since you cannot see behind the flywheel now.

Lots of work but satisfying when done. Just be patient..

David Edgar

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. 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
1.888.ANTIQUE

GET A QUOTE ONLINE TODAY.