

TC Motoring Guild MIDGET CHASSIS

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



*Almost
ready
for the
Conclave*

Nice Work Ed !!!




Ed Pohle is doing final details to the TC restoration he has been working on for a number of years. He said he will have it ready to bring to the Conclave this year.

The top photo shows it sans the windshield which was being plated at the time. What a beauty it is and the engine compartment is just gorgeous.



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

First Class Mail

- | | |
|----------|---|
| Sept 17 | Start of TC production
62 years ago. |
| Sept 25 | TCMG General Meeting
Bobbie'dine Rodda |
| Oct. 5-7 | 51st Annual Conclave |
| Dec. 1 | TCMG Holiday Party
in San Diego
(save the date)  |

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The Midget Chassis

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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:
crandallonline@yahoo.com

Deadline 
for next
Midget Chassis
newsletter
is Oct. 10.
Please be
prompt or
early in sending
things to Jim as
he will be out of
town and put-
ting the Midget
together from
a spot with
limited inter-
net access. He
will not have
time to beg for
input.

PRESIDENT'S MESSAGE



Owning and maintaining a collection of classic cars can seem like a job at times, even when the collection and the cars within it are small. Unfortunately it's a job you have to pay into rather than one you collect a paycheck from.

For me, maintaining six M.G.s while driving each one as often as possible is a difficult task. It is a task in which I take great pride most of the time. This, however, is not one of those times. I don't know how it happens, but every now and then I find myself taking on far more projects simultaneously than planned.

It starts with one small repair. While I'm waiting on parts for that job I may as well do something else to keep my momentum. Whoops... need parts for that job too. Put it aside and do something else. OK, gotta wait a day for that paint to dry but no worries, I can find something else to do.

Not a problem, I can go back to another job. Hmm... the parts haven't arrived yet so I'll just start something new, but I'll make it a small job so I can finish by tomorrow. Uh oh, I jiggled instead of wiggled and something broke. Now I need more parts.

And so it goes until I find myself with six M.G.s and no way to get to the auto parts store. Wait... honey, can I borrow your keys?

Steve Simmons



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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,
 Sept 25th**

8:00 PM

**Bobbie'dine Rodda
 Reminisces**

We are hoping to have Bobbie'dine Rodda at our meeting. She has been active in the car hobby arena for many, many years. He father, Frank Mason, was a very big proponent of TCs and was instrumental in getting the TC Motoring Guild going back in the 50s. So there should be quite a few memories to draw from and relate to our open ears. I should be an very enjoyable evening. As Frank may have said, "Be there or be square."

**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.

Phil Frank (aka Nigel Shiftright)



Phil Frank, a cartoonist from the Bay Area, passed away September 12th after a battle with brain cancer. Phil having owned 3 TCs, kept the one above plus teamed up with Terry Sanders to buy a basket case SA Ticford which they restored over a 12 year period. Phil also was working on a Jag Mark 2. Phil has owned a number of Model A Fords over the years and once

drove his family from SF to Maine and back in a Model A Ford Saloon. He drew up a few cartoons for our TCMG/ARR Conclave as well as for GoF West. You may make a donation in his name to one of his favorite non-profits - The Yosemite Association (www.yosemite.org), The Sausalito Historical Society or the Bolinas Museum.

TCMG Holiday Party & Annual Meeting

Sat.- December 1
Gather at 5:30 PM

Town & Country Resort Hotel

500 Hotel Circle No.
San Diego, CA 92108

*In the Tiki Pavilion which is the
same octagon room, and jam
packed with decorations as before.
Come be amazed.*

Casual Gathering Sunday at 11:00 for
fun and eats at David & Joyce's home.
Please RSVP for Sunday below or at:
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others at our Auction

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*Make a
weekend of it*

TCMG Holiday Party & Annual Meeting

☐ Yes I (we) plan to attend and would like the
following menu choice(s)

Beef Tenderloin _____
Salmon Filet _____
Veggie _____

*Meals are
\$28 each**

Dinner Reservations

DUE FRI. NOV 23RD 

Checks made out to TCMG

Mail to: TCMG, c/o Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020

☐ Yes I would like to come to the Sunday Gathering at the Edgar Home
Please save a seat(s) for me (us) and some food too!

Name _____

Name _____

* Note that dinner
pricing is subsidized
for TCMG members.
Call Joyce for
non-member prices.

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51st Annual TCMG / ARR Conclave



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ROOM RESERVATIONS

For reservations, please call the Inn
directly at: **800-321-9566.**

If you reserve a room please indicate
you are with the MG Car Club so we get
booking credit which will help with our
banquet room rental expense.

October 5-7
INN at Morro Bay
60 State Park Road, Morro Bay, CA

For Conclave info: Gene Olson
805-522-8052 or olson_g@msn.com

"NAPA IS FOR AUTO PARTS - PASO ROBLES IS FOR WINE"

The Cambria Gang (Weiss s, McKarneys, Pedersens and us) have planned this year's
run as a more relaxed day of sampling the best the Central Coast has to offer - great TC
Roads, beautiful scenery, fine wines and even some unusual olive oil varieties. We'll
provide maps and guides for the tour - and there will be some low-level competition and
PRIZES - (donated by long-time TCMG guy and Cambrian - Bob Beck)

Weather should be glorious, squabbles between drivers and navigators should be
minimal and a small ball should be had by all..

When's the last time you sampled a truly remarkable Zinfandel in the quiet shade of a
live oak tree? "Don't miss it if you can."

Saturday Night Dinner

Banquet reservations **DUE BY SEPT 21, 2007**

This will be a full "plated" dinner.

Entrée choices are:

		How many?
Prime Rib	\$48	_____
Stuffed Chicken	\$38	_____
Vegetarian Pasta	\$38	_____

 If you are just now sending in
your dinner reservation please
let Joyce know via phone or
email that check is actually
in the mail so you will be
counted. 619-593-8255 or
djedgar@pacbell.net

Name(s) _____

Prices include service fee, tax and room
charge.

AGAIN - dinner reservations and
checks are **DUE BY SEPT. 21**

A No-host bar is provided (utilizing the
bar in the banquet room will prevent us
from incurring additional service fees).

Mail to: TCMG, c/o Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020

Core Plugs for the XPAG

If you peek at your engine especially around the core plugs (AKA freeze plugs) on our XPAG engines, chances are you may spot some rust stains forming. Here is a nice method the next time you change those out. Worth a shot anyway.

This is a perennial problem! Freeze plugs corrode because they are thin and made of steel. When you dimple them as you are supposed to do, the “pores” of the metal are opened up and corrosion is actually encouraged!!!

So you have two choices: use any sort of anti-rust paint, or a layer of Epoxy resin, to try and prevent corrosion (which will always win in the end...) OR simply don't dimple them! For most of the plugs, this is virtually impossible with the engine in the car anyway (especially the big one at the back of the block!).

My fix, or bodge, which works every time, is to glue the little critters in,

no hammers or even rocks needed!

Here in Olde England I use “Quick Steel” made in USA (enquiries@kalimex.co.uk)

dunno actually makers details. No doubt JB weld works as well. All our engines are almost antiques now, the MPJG blocks (which tend to be more fragile than XPAGs) more

so. Just put a fillet of goo round the flange, lightly tap the plug in and put more round

the edge, pressing in well with a handy thumb. Put a lick of paint on, and voila!

Happy MotorinG!
TCRoger

Roger Furneaux, TC 0978
Lifton, Devon, UK



What makes the TC Fun

When I think about it, almost everything in life that is fun has some degree of risk. I paddle canoes and kayaks through white water rapids. There is a risk of turning over, a lesser risk of getting hurt. I limit myself to rivers I am comfortable paddling. I am still out there with the 20 years olds, I just don't play as hard.

Same with driving a TC. It feels like a WW I fighter just to start it. It drives that way too. Long trips are an adventure. Short trips, you MUST pay attention to driving. “I don't remember driving the last 10 miles.” in my modern car. In a

8 modern car, you EXPECT it to start, drive perfectly. In a TC, you expect

it to ,but you are not quite so sure, therein the adventure. Driving a 300 mile trip in the TC will wear me out, in a modern car easy. Makes you appreciate the advances in cars and roads. The TC offers adventure and thrills even for a short drive. Imagine we all had a 1908 whateremobile. Top speed 10MPH, 30-70% chance of breaking down each

trip. Would be even more risk. Point is, the adventure, the ‘risk’ the trip back in time is part of the fun of driving such a car. If you want more modern mechanicals, get a B.

Paul Huck, TC 9912
Birmingham, AL



My Memorable Rides

Long love affairs accumulate memories. Mine with cars has lasted now for about 60 years and a million miles. Small wonder then, that when I peer back along that road of memory, some short sections shine in my mind's eye.

October, 1976 – Riyadh, Saudi Arabia

#3 in a series by Stan Belland

One of my most memorable rides was one I decided not to take.

I was in Riyadh on business with a client. We were attempting to sell a project to the Saudi government and had succeeded, with the aid of a local contact, in arranging a meeting with Prince Bandar at his residence in the Faisal Palace.

We arrived a little early with our interpreter in the car and after a conversation in Arabic with the guard at the gate, we were admitted up a long driveway through beautiful grounds toward the magnificent structure. I noticed, while our interpreter was talking to the guard at the gate that a car had pulled up behind us and that the driver had signaled to the guard, who immediately opened the gate.

The car that pulled up behind us was an AMC Gremlin, perhaps the ugliest car that American Motors, with a reputation for surpassingly ugly cars, had ever produced. Out of it stepped a tall, darkly handsome man in the uniform of a Saudi Air Force officer. It was the Prince – Prince Bandar bin Sultan bin Abdulaziz al Saud. He was later to become the Saudi Ambassador to the US, but at this time was in his mid 20s and an officer in the Saudi Air Force. He was extremely cordial and welcomed us into the Palace and his quarters.

The meeting was cordial and included the usual thick, sweet Arab coffee served by silent servants in a sumptuous sitting room. During the social chit chat I mentioned my interest in cars and told him I noticed he was driving an AMC

Gremlin. He told me it was an excellent car and I decided not to mention how ugly it was.

He offered to show me some of his other cars and we walked outside to the garages and a beautiful motor court. Prince Bandar had several Ferraris, a Jaguar SS 100, a Mercedes Gullwing and a Maserati Ghibli, one of my all time favorites. I remarked on it and he said that he was not satisfied with its



suspension. (This from a guy driving a Gremlin!) He said he felt a lot of over steer when cornering at speed and then went to a rack on the wall of the garage and returned with a set of keys that he held out to me. “Go ahead and drive it around the grounds” he said. “There are miles of gravel drives around the grounds. You'll see what I mean.”

I was tempted, but I declined. We had been told that in the public square in Riyadh on Friday mornings they cut off the hands of thieves. I didn't want to think what they would cut off of some American who drove the Prince's Maserati through the front of the Faisal Palace. He was rather insistent and I had also heard in the Middle East, refusing the gift of a host is a grave insult. But I persisted and he backed off in good humor.

I've often wondered what that drive would have been like. Perhaps I should have tried it.

August 28, 2007 Meeting Minutes

Steve Simmons called the meeting to order at 7:44 p.m. at the Simon Museum.

Guests: Bud and Ann Silvers from Colorado, Susanna Ho and Len and Joyce Fruchter, friends of David Simon. Len and Joyce drove their beautiful black TD.

Many thanks to Ron, Bobbie and David Simon for hosting this meeting. We always enjoy seeing the great collection of cars.

The mailbag contained a brochure on the Palm Springs Car Auction.

The minutes were approved as published in the newsletter.

The treasurer's report was posted on the front table.

Programs

- Harvey Schnaer was not able to reach Bobbie'dine Rodda. We need ideas for a September program.



10

Steve starts the meeting portion of the evening.



Ron found a movie that kept most of us entertained for the entire length as it was about MGs. Inside the Octagon told about how MG was run from 1921 to 1945 with interviews of previous employees, racing film footage and many interesting facts. The group gave it a fifty-Two Thumbs Up rating.

- The October meeting is the annual Halloween Potluck and Costume Party. There will be a sign-up sheet for food items to bring at the September meeting.

Events

- Labor Day All British Run through the mountains will begin in Malibu at 9:30 a.m.
- Mini GoF at Big Bear September 21-23. Sign up by August 29.
- The Conclave is October 4-6, 2007 at the Inn at Morro Bay. Make your reservations by September 5. Joyce Edgar will take reservations for dinner any time
- November is open.
- Christmas Holiday party is scheduled for Saturday, December 1, 2007 at the Town & Country in San Diego. If you stay two nights at the hotel, the second night will be at a discounted rate. Prices for dinner will be forthcoming. Sunday brunch at Edgar's.

Old Business

- The Will Rogers Run was very well attended with about 50 people. The tour of the house was excellent and the Polo Matches were great fun to watch. Hope we can repeat this event next year.

New Business

- George Kershaw reported Tony & Cindy Henkel's 1928 Lincoln looked fabulous on the Pebble Beach parade through Carmel to Big Sur.

Meeting adjourned at 8:55 p.m. We watched a very interesting movie called



Classic cars and Classic people. What more could you ask for?



Ron Wong with Susanna Ho. She isn't too sure about riding in a TC. Scared her.

David Coleman sits among the classics and dreaming of which one he would like to own.



Bud and Ann Silvers, TC owners from Colorado, visited us at the meeting and are shown here with Ron and Lloyd. All are members of the TABC Group.

"Inside the Octagon" chronicling the history of MG up through WWII and Cecil Kimber's influence on the marque.

Respectfully submitted

Fran Thelander
Secretary



11

TC Wanted

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SINCE 1958

TC Birthday

A quick reminder that September 17 marked the beginning of TC production in Abingdon. TCs 0252 - 0266 were all born on this day in 1945, with the next batch to follow on the 28th. Go hug your TC.

Cheers to all,
Pete deBruyn, TC0252



Submitted by Phil Marino

Stunt Filming

While at the Simon Museum at our meeting, George Kershaw was reading a display board about movie stunts involving cars and mentioned that I should put the info into the Midget—soooooo here it is.

Cars used in dangerous crash scenes are strengthened much like modern racing cars. Roll bars and heavy-duty shock absorbers are installed and body panels and doors are specifically braced. If the scene calls for a crash in which the roof or other body panel is to be crushed, the braces are adjusted or removed.

Extremely hazardous crash sequences such as those in *Bullitt* (1969), can be performed by a technique called "tow and release." While from a distance the cars appear to be side by side, Steve McQueen actually towed the Dodge Charger (and it's dummy driver) with his Mustang. At the critical moment, he threw a special lever inside his car to release the Charger.

In *The Love Bug* (1969), each sequence was carefully planned to the take, sometimes with the help of miniature cars on scale layouts to show drivers what to do. Occasionally, entire fleets of perfectly detailed miniature cars are placed in front of scale model buildings, on streets, and in other areas if action called for a devastating explosion or other catastrophe that could not be filmed in full scale because it would be too dangerous, disruptive, or expensive. In *Volcano*



Note: this photo is not a movie staged event but Ron Simon in his TC sliding into the hay bales at a race many years ago.

(1996), for example, model cars placed around a scale model of the Petersen Automotive Museum were overtaken by lava, a scene that would have been impossible to film on location or even in a full-sized set.

Scenes that call for a stunt driver to weave through heavy traffic at high speed are often made with the help of an insert car. With both vehicles traveling at speed, the camera is "undercranked"—an expression dating from the days when cameras were cranked by hand. When the film runs at normal speed, the action appears to be accelerated by a factor equal to the degree of undercranking used when the scene was filmed. An undercranked 30 miles hour would look like 50 or 60 miles per hour at normal projector speed.

Ron describes the photo above - It is one of a group of photos taken of me by Al Moss on turn 3 of the revised Santa Barbara airport course in 1962. I was chasing my friend the late George Holmes who was in an Austin Healey Sprite. His car handled much better than my TC. I kept going off the pavement at the edge of the turn each time I came around. I never stopped, but the car finally broke as usual



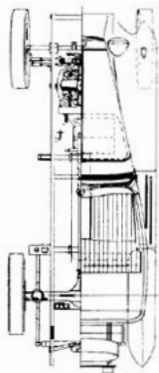
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"MG Through the Ages":

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"MG TC Specifications": A booklet of what is and what isn't stock on the TC.

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