



TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

July 2008



What's Inside

June Picnic & General Meeting	3
Easley Pacific Railroad Tour plus Castle	5
Maintenance - TC vs Catera	6-7
Memorable Rides by Stan Belland	8-9
For Sale & Wanted	11
May Meeting Minutes and Program Photos	12-13

C&S Classic Battery Co

Batteries, Chargers, Electrical & Parts

OPTIMA
BATTERIES

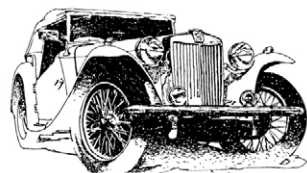


15700 S. Broadway
Gardena, Calif. 90248
818-708-2033 - 310-217-9060

email simon90248@yahoo.com

Ron Simon

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



The MIDGET CHASSIS JULY 2008

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

The Classic Chassis is
published semi-annually and
The Midget Chassis fills in on
the remaining months.

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

The Classic Chassis
c/o David Edgar,
1454 Chase Terrace
El Cajon, CA 92020
email: djedgar@pacbell.net

TCMG Executive Council for 2008

President. . . . Dave Coleman
Vice President . . Ron Simon
Secretary David Edgar
Treasurer and Membership
. Joyce Edgar
Ex Officio . . . Steve Simmons
Events. Gene Olson
Programs Stan Belland
Webmaster Jim Crandall
Raffle Chair . . Tony Henkels
Regalia Chair . . Bob Wilmer

TCMG June Picnic & Meeting



*Note time and location
changes from our
regular meetings*

Bring your own picnic supper
Dessert and coffee will be provided.
(Thank you Cindy!)

Please RSVP if you are coming

Cindy at 626-793-2813 or chkitty@sbcglobal.net

Please do so by June 19th

Tuesday, June 24th

7:00 PM

*Note time
change*

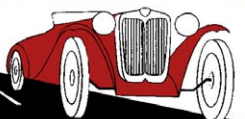
Annual Picnic

The ever popular annual TCMG
Picnic at the lovely Henkels' home.
We usually get a nice showing of TC's
too so make it a point to be there.

O'CONNOR CLASSIC AUTOS

Brian O'Connor

British Car Parts
New Used
Rebuilt



1-888-346-3647

1-888 FINE MGS
1-408-727-0430
FAX 1-408-727-3987

3485 WOODWARD AVENUE
SANTA CLARA, CA 95054

www.oconnorclassics.com
email: mg@oconnorclassics.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

Held at the home of Tony & Cindy Henkels 726 N. Pasadena Ave, Pasadena

From the South

Take I-5 towards Los Angeles
North onto 110 (Pasadena Fwy)
Exit at Orange Grove
Left (North) on Orange Grove for 2.5 miles
Left onto N. Pasadena Ave.

From the East

Take I-210 West to the 134 and take
first exit which is Orange Grove.
Turn right on Orange Grove for about
half mile.
Left onto N. Pasadena Ave.

From the West

Hwy 134 East to Orange Grove Blvd exit.
Take W Colorado Blvd and turn left onto
Orange Grove Blvd.
Drive .6 mile then left on N. Pasadena



MOSS

Moss Motors
COOL STUFF FOR COOL CARS



FREE Catalogs!



EVERYTHING FOR YOUR BRITISH CLASSIC

- FREE Catalogs
- Same Day Shipping
- 24 Month Warranty
- Customer Loyalty Program
- Warehouses on East and West Coasts
- 50,000 Part Numbers



24 MONTH WARRANTY
ON ALL CLASSIC BRITISH PARTS
LONGEST WARRANTY IN THE BUSINESS



SECURE ONLINE ORDERING!

www.mossmotors.com

DIRECT ORDER
HOTLINE
OPEN 7 DAYS
A WEEK!

CALL TOLL FREE:

800-667-7872

INTERNATIONAL CALLS: 805-681-3400

ORDER BY 3:00 PM WEEKDAYS YOUR LOCAL TIME FOR SAME DAY SHIPPING!



Easley Pacific Railroad & Rubelia Castle Tour

This is a "Two Fer" event **June 28**
Two attractions in one tour. **11 AM**



We will be seeing the fantasies come true of two eccentrics from Glendora.

Part 1 is a ride on Art & Sarah's railroad they call the Easley Pacific Railroad. You may have seen it at the Holiday Party a few years ago but Art wanted something a little bigger and powerful so it all was torn out and rebuilt. And this time we get to ride in it so be sure to come and have some fun.

All Aboard

Directions to the Ludwick home:

- Route 210 to Grand Avenue off ramp in Glendora
- North on Grand Avenue (toward mountains) to Sierra Madre
- East (Right turn) on Sierra Madre
- North (left turn) on Live Oak
- West (left turn) on Palm Drive
- North (right turn) on Easley Canyon Drive
- Continue through the Easley Estates Gate
- Follow the Railroad signs to the Easley Pacific Railroad station.
- Park on the East side of the road facing north (go up to the house to turn around)



Part 2 is a tour of a neighbor's house which is actually an unusual castle complete with towers, turrets, drawbridges and cannons. The fellow built it over a period of 25 some years and is a wonder to see.

Bring a lunch for a picnic
Chairs and tables will be provided as well as drinks and sweets

Dress comfortably.
Bring sweater. (if Coastal Eddy is in, it will be chilly)

Castle tour will be over about 3:30 if you have other plans for the day.

Maintenance - TC vs Catera

by David Edgar

Sometimes it is a hassle working on an MG TC because parts seem expensive and sometimes hard to find but I recently have been working on a newer car and it is no piece of cake either.

Need to work on something in the engine area on a TC? Open the left bonnet and you can see the water & oil pumps, distributor, spark plugs, dynamo (generator) and oil filter right there in plain sight. You can reach over and even touch those items and for the most part have plenty of room to swing a wrench to work on them.

Now I am currently working on a 1997 Cadillac Catera in trying to find a coolant leak. Open the hood and you can see miles of hoses (vacuum and coolant). Distributor - nowhere to be seen. Oil and water pump - you got to be kidding. Alternator - oh yes, there is a glimpse of it if you have a flashlight and mirror. Spark plugs - oh, I have a

chance there. There are a couple spark plug wires, but they end with a huge connector and if you work the connector off you can see the spark plug deep in a well. Of course you can only do this with half of the spark plugs since the other wells are under other components or blocked by



limited access. Even the plain old oil filter is only accessible from under the car and buried.

But back to the coolant leak. Coolant was dripping onto the ground from the rear area of the engine.

Consulting the shop manuals there are numerous places for coolant to leak from back there. Have to consult the manuals because I can only see glimpses of some hoses back there in real life. Access back there is ridiculous. So out of frustration I buy a neat little tool called a SeeSnake which is an optical device with

a lens and light at one end of a three foot cable and a three inch LCD screen at the other. Fish in the cable to areas you cannot normally see and you can inspect for evidences of leaks as you look at the LCD screen. Pretty tricky but even trying to fish the three-eighth inch in diameter head back there was not easy going. Add to that the newer coolants really keep the cooling system pretty clean and in the past when coolant leaked out, it was usually well marked with rust stains. No such luck here. Everything looked clean. To gain better access I then proceeded to remove the cabin air intake components, wipers, engine parts, several plastic panels and weather stripping. That helped but it still took contortions to reach back there, feel around and take second looks with the SeeSnake. Still nothing. I started up the engine and ran it until it leaked again. Could not see anything but finally felt some wetness and best as could be determined, it was a heater valve as the culprit.

Now the heater valve is a small plastic piece with three coolant ports on it and a vacuum port. \$96 from the dealership and since it is a 1997 car (considered old by today's standards) none were in stock locally so would have to be ordered. The Internet came to the rescue and we found one for sale at \$60. But even \$96 is pretty cheap compared to other Catera parts, especially electronic stuff.

Now if the heater system on a TC were to fail, you would just put on

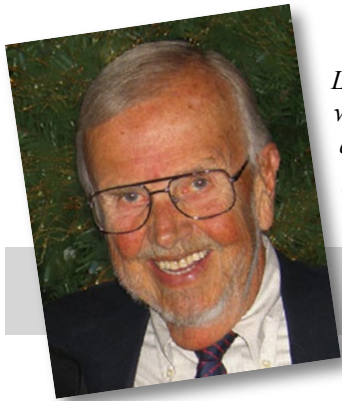
a warmer jacket. Time: 5 minutes. Cost: \$0 if you just look in your closet.

OK, maybe that was not a fair comparison. Leaky front brake hose on a TC? Cost is \$20 with a few days shipping time and a maybe \$5 in shipping (although another supplier has it listed for \$48 with same shipping). Catera - \$28 for a hose on the Internet (plus shipping) and more likely at least \$48 at a dealer. Installation? You can replace the front hose on a TC even with the wheel on although it is easier with it off. Unscrew, install and then bleed system. And to bleed you can do it alone although easier with a second person. Old drum brakes retain a slight bit of pressure in the system. So you can pump the brakes. Go to the bleeder and release the pressure quickly. Repeat about 5 times till you extract the air and you probably are good. On the Catera you definitely want to take the wheel off and even then you have to be careful of the sensors for the anti-lock brakes. To bleed, you must have a second person or a pressure bleeder.

Tires? Discount Tire lists tires for the Catera tires from \$90 for the cheap ones to \$197 if you want to go that route. TC tires are in the \$90 range up to \$242 for the original Dunlop type (of course you would need tubes too).

To be fair to the Catera, it does go a multitude of miles without mishap and overall takes less time maintaining it per miles driven. In the Catera you can travel 100 miles and come out fresh and relaxed. Do that in a TC and you will know you traveled 100 miles and then spend a bit of time straightening yourself up and making a potty stop because of all the bouncing. But which is more fun?





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.

My Memorable Rides

Tenth in a series by Stan Belland

May, 1955 Nurburg, Germany

I was in the army, stationed in southern Germany and a buddy, Bill Johnson, a fellow car nut suggested we try to get to the German Grand Prix at Nurburgring.

The chance was too good to miss. Nurburgring, the longest, most demanding grand prix circuit in the world was about 150 miles from our post. Juan Manuel Fangio, an idol of mine, who the last couple of years had been world champion and was tearing up circuits in the 2.5 liter Mercedes, was going to be there.

We finagled a 3 day pass and set off on Friday afternoon in Bill's VW Beetle, sleeping bags in the back, and arrived at the ring about dusk. We found a place in the parking lot to park and spread out our bags and settled in for the night.

Saturday was practice and we spent it roaming the pits, ogling the cars and generally reveling in the delicious sights, sounds and smells of European Grand Prix racing events. We spotted an unusual looking little coupe in the fancier section of the parking lot with a curious crowd around it. We couldn't

8 spot a maker's brand on it from where we stood and Bill and I

speculated on what it was. I guessed that with its rather chunky lines it couldn't be Italian and decided it must be a new German model. Finally we got close enough to read "Thunderbird" on the fender and someone told us it was made by Ford. It must have been the only one in Europe at the time.



Mercedes W196

We had lunch at the restaurant overlooking the stands and sat there agog as Stirling Moss, Phil Hill, Maston Gregory, Alberto Ascari and Hermann Kling wandered in and out of the place. We never did spot Fangio that day.

We didn't have the money for grandstand seats and so we had picked a spot for Sunday's race that proved to be perfect. It was on the side of an



*Stirling Moss and Juan Manuel Fangio
Notice the racoon eyes on Moss from the dirt & oil*

embankment, at the end of the first straight past the grandstand and starting grid. At our position the straight ended with a tight, 180° right turn, followed by a straight in the other direction.

The course is extraordinary. It encloses the town of Nurburg and three other German villages. It's about 14.5 miles long, with 174 turns, upgrades of 1:6 and downgrades of 1:9 and only about 20 feet of width to maneuver in. Jackie Stewart calls it the world's most demanding track. Since then I understand that safety barricades have been added, but at that time, slight mistakes left a driver nowhere to go but into some very unyielding trees.

The race was a thrill to watch but the only real suspense was over who would come in second. Fangio won his fourth straight at that track on the way to his fourth or fifth world championship. We watched him enter and exit that U-turn driving the big Mercedes, protected only by a short sleeved cotton polo shirt, a light helmet, goggles and a

pair of driving gloves. I noticed that on exiting the turn his up shifting was so precise that the nose of his car was exactly opposite the "a" on a Coca Cola sign opposite and never varied by more than an inch or two from lap to lap.

After the race spectators were allowed to drive the track and Bill and I decided to blow the 20 Marks and try it. It was treacherous enough to scare us both at 30-40 miles an hour in a Volkswagen. Picture coming around a blind hard right turn into an abrupt 12% down grade that twists sharply to the left through pine trees that seem to brush the car on both sides. The adrenaline returns, just remembering the experience.

We got on the road back to the post elated with the weekend's experiences but depressed at the thought of making reveille the next morning. Looking back, over 50 years later, driving the Nurburgring in a VW has to be one of the best rides of my life.



Alberto Ascari (1918-1955)



Phil Hill

Last chance to register

GoF West 2008

Monterey Bay, California - July 6-10

Event Registration Fee:

\$55 or
In-Spirit for \$25

Name _____

Address _____

Phone _____ eMail _____

MG year, model, license and color _____

Club Affiliation _____

Send info plus check to:

Mike Campbell, 3570 Willow Street, Bonita, CA 91902

For more information
go to
www.gofwest.com

Hotel Information
(Make your own reservations)
Hyatt Regency Hotel Monterey
1 Old Golf Course Road
Monterey, CA 93940
Phone: 1-831-372-1234
Standard room: \$159.00

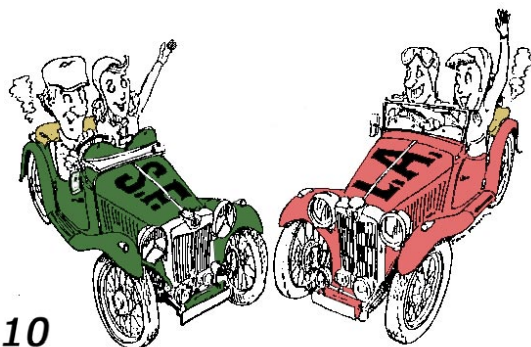


October 3-5

25 rooms reserved at the Yosemite Gateway Inn, in Oakhurst, for the first weekend in October.
Friday, Oct 3 and Sat. Oct 4.

The price is \$107 plus tax.
Call 1-888-256-8042.

The rooms are under "MG Group".
We will have the Saturday dinner in the banquet room at their restaurant.



For Sale and Wanted

MGTC WANTED!!

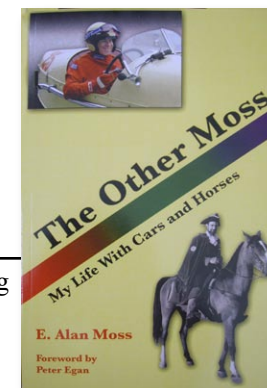
I want to buy a TC that is mechanically solid. I don't care too much what it looks like. I can't afford a fully restored car, as much as I would like one. But I want one that is very drivable, even if cosmetically it needs work. My intent is not to restore it for a profit. I just love TCs, as all of you do, and I miss driving and owning one (I've owned 5 TCs and a TD). Anybody have any good leads? I welcome any thoughts or suggestions you might have. I'm located in Southern California.

Thanks very much,

Larry Pate
Redondo Beach, CA
larry.pate@gmail.com

1947 MGTC for Sale

Richard Hillman who was a member of the TCMG is selling his TC. It is on consignment at British Sports Cars in SLO. Check out the web site for photos and info (half way down on the vehicles for sale list). Phone: 805-544-2277 or www.britishsportscars.com

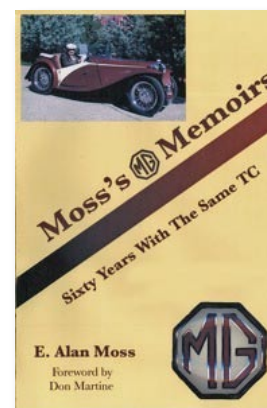


Al Moss has taken up writing and as they say, write what you know about. So what does Al know most about? Himself. So he wrote The Other Moss about his life with cars and horses. And he just finished up his second book, Moss's MG Memoirs about his 60 years with his TC.

To purchase, go to racermoss.com which is Al Mosses web site.

The Other Moss is \$23.95 including shipping & handling
Moss's MG Memoirs is \$16.95 including s&h

Or get both for \$29.95 (such a deal)



May 27 Meeting Minutes & Program

Speaker - Stan Belland

We started the meeting a few minutes later than we could have as cars outside were not giving room for TC preferred parking, Don McLish having driven his so some shifting was done. And so we began and jumped right into our normal flow of approving the minutes of the last meeting, approving the posted treasures report, hearing the membership total of 104 members and then going through the mail bag (of which was the usual magazines and ARR newsletter).

It was announced that Harvey was having one of his yearly birthdays in two days. This is the year of his BIG NINETY. Congratulations Harvey and Happy Birthday.

We tossed out ideas to make sure TCs have priority parking at the meetings so one idea was to make signs to post outside saying "TC PARKING." David volunteered to make two signs.

As for upcoming events the question was posed if we wanted to have a caravan with a stopover in Cambria. Nice idea but for those going, they already were part of another caravan or had different schedules to get up there. The idea sort of faded away.

A reminder of the LA Concours on June 1st was made for those who wanted to show their cars. The VMG Hollywood Hills tour event was very nice as George Kershaw reported. A slightly different route was taken than in years past.

Upcoming tour to Ludwick's Easley Pacific Railroad is anticipated with great excitement. Following the railroad fun we will jaunt over to a neighboring castle of sorts. Details will be gathered and made available (see page 5 in this 12 issue).



The TCMGers dig into refreshments during the break.

Tonight's program we have Stan Belland explaining how he negotiated through the World Court system. Next meeting will be our annual picnic at the Henkels' home on June 24 and starts at 7 PM. July brings us cameraman Steve Simmons to tell of his adventures.

No raffle tonight and we closed at 8:30 for refreshments. Thank you Carolyn & Lloyd Hendrickson for the tasty spread and to Ron Simon for coffee.

Your humble TCMG Secretary,

David Edgar



Joel Shapiro and his daughter Sharon chat with Ron Wong



Lloyd Hendrickson with David & June Simon listen to Stan talking about the World Court



Gorden, David, & Charlotte discuss what costs more per cup, gas or coffee.



Photos by David Edgar

Bill Risser in a black jacket to match his TC (but where was the TC Bill?)

Stan points and says, "Now there is a lawyer who knows what he is talking about."



May Minutes & Program (continued)



Bob & Charlotte Wilmer sure make a happy couple, don't they. Bob looks like he has his hands on a steering wheel and ready to go VAROOOOM!



Don McLish drove his TC to the meeting. Where were the other TCs?



"And I told them, throw in a fully restored TC and we can start talking business."

TCMG Annual Meeting / Holiday Party

Sunday, Dec. 7, 2008
6 PM - 11 PM



**Annual Meeting and Holiday Party
plus
Auction and Toy Drive**

Hotel Huntington Beach
7667 Center Ave
Huntington Beach, CA 92647

*Special rate at the hotel
of \$85 a night if reserved
before Nov. 23
Group name: TCMG*



SAVE THE DATE!

Club Regalia

'TClinics'

Send for a free index of over 60 ways to keep your MG "TC" operating safely and reliably. Each "clinic" is 20 cents. Non-members pay 50 cents for the index. Index is also on our web page at:

www.tcmotoringguild.org/tclinicindex.html

"MG Through the Ages"

MG in pictures, 18" x 24" poster\$1.75 members, \$2.75 non-members

TCMG Club Badge \$25 if picked up, \$30 if mailed (members only)

TCMG Club Pin \$3 if picked up, \$5 if mailed (members only)

"MGTC Specifications"

What is and what isn't stock on the MG-TC? A "must" for restorers..... \$3.00 members, \$5.00 non-members

TCMG 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)

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
1.888.ANTIQUE

GET A QUOTE ONLINE TODAY.

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

<http://www.jctaylor.com/Antique/antique.html>

or write:

J.C. Taylor Antique Automobile Insurance
320 South 69th Street
Upper Darby, Pennsylvania