

# TC Motoring Guild MIDGET CHASSIS

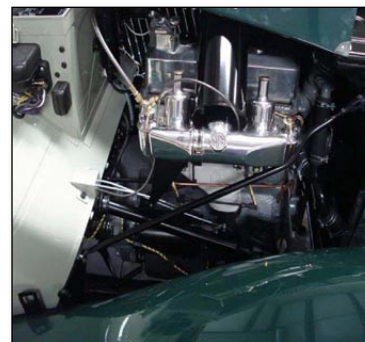
Published by the TC Motoring Guild, Inc.

**August 2009**

*From this....*



*To this....*



***In only 18 years!***

Joe Marcotte finally finishes the 18 year restoration and pulls a 1st Place in TC Dsplay at GoF. Congratulations Joe. For more on GoF see page 10-11.



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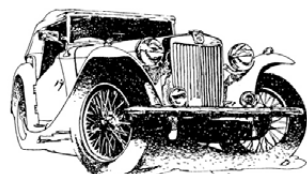
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## The MIDGET CHASSIS August 2009

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

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Last time, a memorable MG hauling in an enclosed U-HAUL from Duluth to California with a \$25 car. So having arrived in Los Angeles, what do you do with the \$25 car? It was quite impressive how strong it was, maybe just fix the exhaust and keep it for a while. So a brief trip over to Midas Muffler, and up on the hoist. Don, the whole exhaust is completely melted and shot, no proper stock bends but welded all straight. How did this happen? Well, er... see... Bottom line, it will be \$125 to replace the entire exhaust system. Sir, you don't understand. This is a \$25 car! Can't you give me a better deal? For some reason, he was beyond irritated, unwilling, you know, it was all costs-profits this, business-something that. He slammed down the hoist and told me to just get out. Unfortunately, as I backed out, the dragging exhaust caught on one side of the roll off guard and the solidly welded straight exhaust would not give, braking off all four header prongs at the engine- instant hot rod deafening loudness. Arg!

**... go over to  
Mike Goodman's  
after school -  
relatively close  
over on Venice in  
those days. You  
can't help but be  
impressed by all  
the parts.**

So now in addition to everything else, you had to take your foot off the gas anytime you saw police, and hope to coast long enough- no one would notice. Let's see a car like this; Mama Burp, no one notice, especially Police? For some reason, police spend their lives looking for cars like this. Ignore, like that could happen! Driving it back up on the narrow road in Sun Valley was a deafening trip that drove huge tarantulas out of the sage that folks had not seen for years. Don, totally bad problems, totally shot everything- its time. Surprise! Would you

believe you can not even find a place to take it for free, much less hauling charges, no pink slip, remember? My friend's dad never found that. Finally there was a place in Sun Valley that would take it, and I would FOR SURE bring over the pink slip and

get my \$25 back when I found it. Oh well, but I am wandering here, lets get back to the main thing, what was that again? Oh yea the MG story. Where's my pill.

*(continued page 14)*

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**Tuesday,  
July 28<sup>th</sup>**

**8:00 PM**

**Racing a  
TC by Ron**

Citibank Community Room,  
2350 Honolulu Ave  
Montrose  
GPS coordinates:  
N 34.206 W 118.229  
Meeting room entrance  
is at the rear of the bank  
- downstairs.

*Do come out to hear about the joys (?) of racing a TC. Why did he do it? Would he do it again? What did he learn? What other cars would he have liked to race?*



Ron taking a turn at Santa Barbara

### Future Programs

Aug 25 - Movie Night at Simon Museum

Oct 27 - Halloween Pot Luck Dinner  
and Costumes

Sept 22 - Mel Appell - Ocean Cruising

Nov 24 - Ron Wong - TC in Japan

**Can You Say This Three Times Fast?**

WHITWORTH NUTS AREN'T WORTH A WHIT  
WITHOUT A WHITWORTH WRENCH  
WITH WHICH TO WRENCH THEM.

## TCMG/ARR Conclave

### October 2-4 Cambria Pines Lodge

2905 Burton Drive  
Cambria, CA 93428

Room rates start at \$127  
Specify TC Club

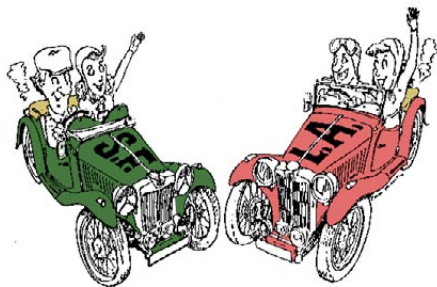
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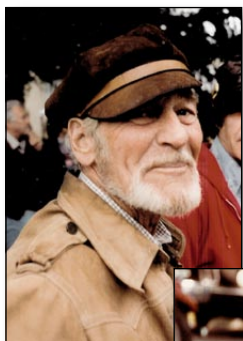


## Save the Date



Dinner reservation and other  
details to come later

## Old TCMG Photos



Irwin  
Ashenfelter

Bob McCarney send down some old '70s and '80s TCMG photos he found as he was cleaning out. So I will share a few each month starting with these.



Glenn & Betty Binford  
with Betty holding up  
an umbrella for shade.



Bob Wilmer  
with one of  
his big smiles.

## Upcoming Tours and Events

### Saturday, July 25 Stagecoach Inn Museum



Join us for a tour of the Stagecoach Inn Museum in Newbury Park. Built in 1876, the museum was originally a hotel and is now a historical landmark. The museum includes many examples of antique furniture, clothing and art. Also located on the grounds are an old schoolhouse, a pioneer home, a Mexican adobe and Chumash dwelling, all representing different historical eras of the Conejo Valley.



Meet at the far northwest end of "The Commons" shopping center in Calabasas at 10:30 AM in front of "Johnny Rockets". We will depart at 10:45 AM for a scenic driving tour to Pickle's Deli in Newbury Park. After lunch it is a short drive to the museum grounds. Admission is \$4 per person / \$3 for seniors and children. If possible, please RSVP to Linda Simmons at (818) 313-9967 by Thursday the 23rd so we will know how many to expect.

The Commons: 4799 Commons Way, Calabasas

Pickle's Deli: 1940 Newbury Rd in  
Newbury Park, (805) 480-4800

Stagecoach Inn Museum:

51 S. Ventu Park Rd.  
Newbury Park  
(805) 498-9441

### Sunday July 26 (unofficial event) Central Coast British Car Show

In its 19th year, this show features hundreds of British classics and will be celebrating 50 years of the Mini. The show is located in Channel Islands Harbor, 3600 Harbor Blvd in Oxnard. See [centralcoastbritishcarclub.com](http://centralcoastbritishcarclub.com) for entry form and more details.

### Sunday, August 9 (social event) Big Bad Voodoo Daddy at the Starlight Bowl

This is a fun, non-driving event for the whole family. Starlight Bowl is an outdoor concert venue located in the hills above Glendale. Seating is available either in the lower section with chairs or the upper section on the lawn where you can spread out a blanket and have a picnic. The venue is small, so there are no bad seats! We plan to bring picnic dinners and sit on the lawn.

The performing artists are Big Bad Voodoo Daddy, "America's Favorite Little Big Band". They will be presenting a tribute to Cab Calloway. You may want to purchase tickets ahead of time. See [starlightbowl.com](http://starlightbowl.com) for more details. If you plan to go, call Steve Simmons at (818) 313-9967 so we can try to seat everyone together

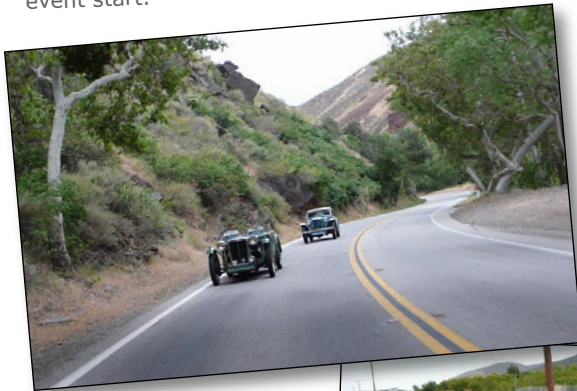
## Cherry Pickin' Tour



Linda hands out Chocolate-Cherry Cookies at the event start.



The cherries were ripe and plentiful. Ready to be picked and devoured.



TCs leaning into the curve on the way to the cherry patch.



Park the cars and head over to the pickin'



Humm - I wonder if this was a strategy session on which trees to hit first or a break in action before going back in for more?



Stan & Anita Roman have some teamwork going on!

David Coleman finds some ripe ones calling out to him.



Anita picks while Suzie dances with glee.

Now Susie picks the cherries while David holds the bag. Joe Douglass and friend supervising.



So what could top off a tour of picking and eating cherries? Well in Guild fashion, stopping for a bite to eat was a logical choice.

## GoF West '09



Doug Pelton wins 1st in Premiere Class. Well deserved there Doug!



Funkhana photos (clockwise): Allison & Laura Hermance, ditto, Linda Simmons and Chandler Gorman, Allan Chalmers with Norm Tuck



Larry Long runs the show and says, "Let the games begin!"



Ed Pohle with Karen (r) and Caroline Alley (l)



Oh, which car should I bring to GoF asks Pete. He brought the NE while a friend from Scotland brought his TC.



Rick & Judy Storms stand with Norm Tuck on the way to GoF



Pete & Fran sing, "This is the way we drive the car, drive the car, drive the car . . ."



Steve & Linda enjoy a photo op stopping point.

### TCMG Members Participating at GoF

- Joe & Pat Marcotte - 1st in TC Display
- Doug & Carol Pelton - TC 1st in Primere Class
- Ed & Karen Pohle - TC
- Rick & Judy Storms - TC 2nd in TC Display
- Gene & Dena Roth - TC
- Steve & Linda Simmons - TC Honorable Mention in TC Class, Steve 1st Carless Funkhana, Linda won 50/50 Raffle Drawing
- David Reid & Terry Shuller - 3rd Funkhana Cart Sprung
- Jon & Susan Hermance - TC (daughters Allison & Laura there too)
- Pete & Fran Thelander - NE & TC\* 2nd in PreWar Display, Pete 1st in Humor/Action Photo
- Fran 2nd in Humor/Action Photo, Fran 2nd Models/MG Display
- Willie Williams - TF
- Larry & Barbara Long - TD
- George & Kevin Kershaw - TD 1st Models/MG Display
- Ernie & Elizabeth Page - TF 3rd in TF Display
- Allan Chalmers (rode in Norm Tuck TC)
- Sherman & Daveen Kaplan
- Ron & Bobbie Simon

Thanks to Rick Storms, Steve Simmons, Doug Pelton and Allan Chalmers for all the photos!



Above we have Gene & Deana Roth and Rick Storm as they enter the Car Display



George Kershaw thanks Larry for his work in this and other GoFs and then joins Pete Thelander in presenting GoF 2010 which will be at Big Bear.



## More Lost Information

As with any production item, there are occasions when the manufacturer discovers the need to make a product improvement change for safety or reliability. The "MG Car Company, Ltd" was no exception, as it issued numerous changes which were called "Service Information Sheets".



The Service Information Sheets (SIS) began in the early 1930's for all models and continued throughout until 1950. The SIS were compiled into a single book for all models and used primarily as a dealer reference as a prelude to what we know today as service bulletins and product recalls. Service Information Sheet #1 was titled "Sparking Plug Gap" and was issued for "All Models". The last was SIS #77, "Rear Engine Mounting" issued for the MG Y.

For the TC, there are many SIS embedded within the total collection as summarized in the Index, which is found in the opening pages. The information sheets are somewhat fun to read as they are a technical time capsule of the day. The sheets were very brief sometimes only a couple of short paragraphs and an occasional picture. There are a few issues that have information that has been lost or forgotten over the years. One such issue is No. 45, "Locking Plates for Steering Arm Bolts". This issue talks about a locking tab that is no longer available from today's major suppliers. A summary of those issues which would be of interest to a TC owner include the following:

- No. 42 – Valve return springs
- No. 45 – Locking plates for steering arm bolts
- No. 46 – Removal of sump
- No. 49 – Adjustment of engine mounting
- No. 52 – Safe limit for re-boring
- No. 59 – Lubrication of the King Pins
- No. 60 – Method of clamping rear hub ball race
- No. 61 – Steering angles
- No. 64 – Front wheel toe in
- No. 67 – Speedometer cable
- No. 68 – Master Cylinder
- No. 69 – Distributor shaft
- No. 70 – Sump joints
- No. 73 – Castor Shims
- No. 76 – Dash pots

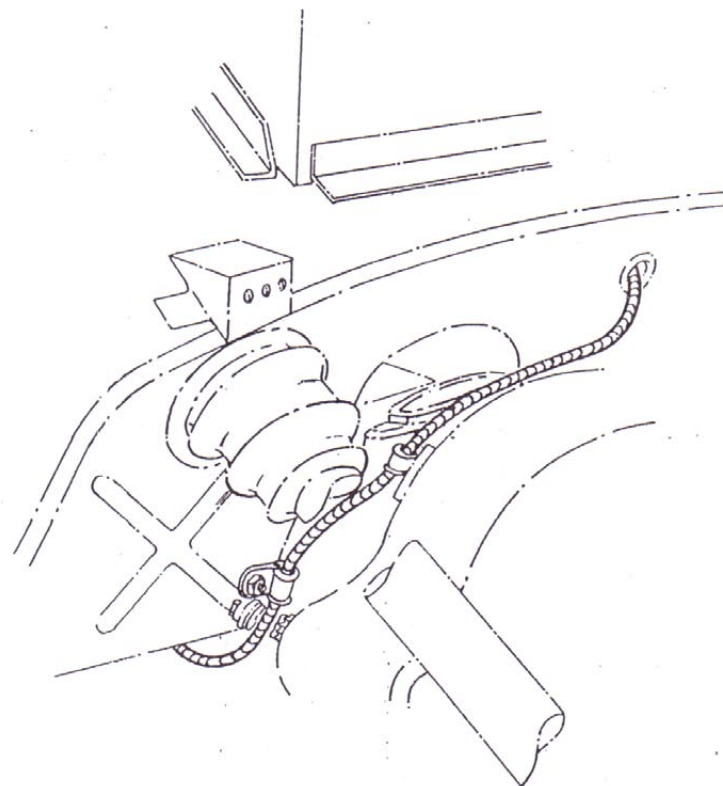
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## Service Information Sheet No. 67 (continued)



VIEW SHOWING SPEEDOMETER FLEXIBLE  
CABLE RUN BETWEEN FOOT RAMP AND  
CLUTCH HOUSING

Service information Sheet No. 67  
Speedometer Cable Routing Change, May 1947

For most, the references will be of little concern. However, for those that are planning to work on the particular systems mentioned it may be worth a look to make sure that your repair is in concert with factory recommendations. These bulletins are not often seen as they tend to be part of personal libraries.

For those interested they can now be found at the following website: [www.fromtheframeup.com](http://www.fromtheframeup.com) look for "Service Bulletins" I would welcome comments, 602-690-4927, or Doug@FromTheFrameUp.com.

*Doug Pelton*

You teach at Dorsey then go over to Mike Goodman's after school- relatively close over on Venice in those days. You can't help but be impressed by all the parts. He had bins of every possible thing you could need after years of parting out T-Series cars. The simplest things are not simple or known in the Midwest. For example, in Duluth, no one knew for sure what the round hole in the latch was for. The closed door was so far off; you can't imagine it ever going into that second hole. Maybe there was a missing safety something, who knows. No one knew. In L.A. of course, you learn quickly about these fine details, and spend a long time marveling on the correctness of other cars at Mike's.

I had a rare period accessory- a single unit compact Al Davis Custom classic AM tube radio. It's sound must be heard to be believed. It had a four inch speaker, and Hi-Fi response flat from about 4000 to 8000 Hz. Wait a sec Don. Hey, the perfect design for blasting over the car noise of any early sports car with nasal ball park horn crispiness. It said Los Angeles on it and sure enough, Mike Goodman knew where the Al Davis Custom Radio place was over on Pico and one day I went over to get a new original knob for it which they still carried. The guy went upstairs, and actually found one. Since you are teaching electronics, keeping the radio working was no problem. Nothing happened to it anyway. It was made for pounding about and severe vibration daily, not that any classic MG roadster would ever do that but you know whipping around corners, just in case. It becomes obvious you need a good daily driver because so much freeway driving in Los Angeles and finally a 1968

Plymouth Fury was purchased.

14 What a barge that thing was.



The TC guild had the nicest people. Everyone's TC was so beautiful. It was constantly inspiring just being around folks who enjoyed, worked on these cars, and knew things. Harvey's car had a wonderful hard to find carefully



matched original red. Joe Douglass' car was pure original and had the real original clipper blue. Mike had a beautiful British racing green one with a pristine TF-1500 engine in it. There was Frank Mason's amazing black square TC, and Earl Sargent's outstanding black and engine turned TC. There were so many beautifully restored TCs of all the original colors. Ron Simon and his brother would do concours cars continuously, because their appliance parts industry taught them you need five of everything, each make and model. To them that meant cars. (ducking)

You could look at correct upholstery detail, and study correct bits on all the cars that various members owned. People like Al Moss had come up with original two tone snappy color combinations that defined their cars. People knew about and had found various accessories for their TCs. The

gold lens British Bus Turn Signals, large, potent, industrial, extremely valuable when fitted on the TC. It was simply the best of the options they had then. They were around if you knew who to talk too. It always amazes how some folks pay hundreds to have these things made when if you would just join the guild, meet folks, and talk to the right people, you find originals because after all, a REAL car requires REAL turn signals- those fitted on period British Busses.

People had tripod headlights; Phil Marino was making beautiful luggage racks with polished wood and chrome, and many other custom parts. Bob Goldstein had an awesome polished Shorrock Supercharger on his. Earl Sargent had his marvel mystery oil oiler on his with all manor of racing engine enhancements. My problem after being corrupted by all these people was an out of control love for classic MG's. They would tell me about what good deals they had gotten, and eventually,

I found deals myself which resulted in accumulating various classic British cars- the TF, the TC, a TF-1500, an R type Bentley, a spare TC engine, various blocks, carbs, starters, generators and other parts from swap meets and British Car events, you know, just your daily essential spares.

The problem with getting good deals on early British Cars, you can get a good deal that needs lots of restoration, or you can pay a high price for a car that has been well restored. It comes down to time, and what you are willing to put into a project. Each of us have our own history stories with our TCs and TC restorations. That is what makes the TC Guild such a fun and dynamic group. Unfortunately if you are a perfectionist, but we will get into that next time...

Don McLish

## Harvey Schnaer's Bentley



Michael Schnaer shipped Harvey's Bentley over to France. He wrote Allan Chalmers that the Bentley has been working overtime. A wedding for Irene's son Victor for one.

Then went on their first Rally (first with their OWN CAR they say). This rallye was at Chambord (see photos). 100 cars showed up and they were the only Bentley. Someone else brought a TC.

Then they drove the Bentley 500 miles up North (Caen - D-Day) for a real Concours.

Harvey's TC is also in France and will be driven around in style too after freshening up some of the mechanics.

## June 16th Picnic & Meeting



Five TCs at the picnic: Simmons, Shapiro, Yett, McLish and Spiegel showed the rest of us how to arrive in style.



Welcome to Tony's Garage. Service with a smile. Tony checks tire air on Don Yett's TC



Three little TC sitting in a row



David & Debby Spiegel's TC all sparkling clean.



16 Gene Wescott with son, Brian, and Gordon Bundy



Don Yett, Gordon Bundy and Stan Roman catch up



Don Yett with friend, George & Kevin Kershaw and Joel Shapiro



David & Joyce Edgar, Gene & Brian Wescott and David & Debby Spiegel



Gordon & Fumi Bundy, Stan & Anita Roman and Ron & Bobbie Simon



Joe Douglass, Larry & Ann Haile plus Lloyd & Caroline Hendrickson

**Thank You Tony & Cindy for another wonderful picnic. Venue and desserts were spectacular as usual.**

Also attending but somehow missed in the photos was Ron Wong.



Tony Henkels, Steve & Linda Simmons, David Coleman, Larry & Kay Einhorn. And Cindy Henkels is behind the camera.

Photos by Cindy Henkels and David Edgar



President Don and First Lady Jan McLish

## For Sale

NOT ONE, NOT TWO, BUT THREE TCS BEING OFFERED HERE. CHOOSE YOUR PRICE RANGE



1949 TC 8294 XPAG 7326  
Red with red interior. This TC needs some loving care. Probably only 3000 miles put on it over the last 20 years. Engine was gone over by Phil Marino about 15 years ago with \$5000 of work. However engine does experience some overheating. Suspect radiator but not sure. Top, tonneau and side curtains are really spiffy looking and were done by Joe Namnam. Rest of the car looks, . . . well like a driver. We really love the TC but we just do not have the mechanical background to enjoy driving it alone. So we are looking for a caring home to let it stretch it's legs and bring a smile to your face. Car located in Carlsbad, CA and \$20,000 OBO to a good home.

Being sold by Greg & Wendy Mathews  
(their daughter pictured in the TC)

Phone 760 431 6843  
wendyjmathews@sbcglobal.net

Allan Chalmers tells us that the fellow (Bud Bradford) that had bought Allan's blue/grey TC passed away. He had bought Allan's blue/grey TC about ten years ago and enjoyed driving the Blue Ridge Parkway, which was only 13 miles from his home in North Carolina. The car is for sale and it is a great driver, needing nothing, last Allan knew. It has bobbed front fenders, a louvered bonnet and tripod lights, Datsun steering with a distinctive paint job. Car located in North Carolina. If you know of anyone interested let Allan know. Allan feels a good price for it would be about \$25K. Check with Allan to get owner info. Allan really would like to see it back in California again.  
allanchalmers@yahoo.com or phone 415-566-9796



### TC 1948 MG TC.



TC 5135 XPAG 5712  
Regency Red / Tan

Total frame off original restoration completed end of 2006, 2k miles since. Regency red lacquer with tan hood, & interior. Winner of numerous concours (3 firsts and one 2nd at Hillsborough, Palo Alto, and MGs by the Bay, 2nd place at the prestigious Palo Alto Concours on 28 June). Installed Shorrock late 1940s supercharger last year. Stainless steel exhaust, 4 new Dunlop tires and tubes. Car is perfect in every way. Asking \$39K and located at Woodside, CA. Contact Dick Gronet at (650) 529-1716 or dgronet@netzero.com

Other color photos of these cars available on-line at:  
tcmotoringguild.org/ForSale/tempfile.html

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