



First Class Mail

TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

October 2009



Mystery from the past.
"Whose Whosits?"

This is a photo sent in by Bob Wilmer. Writing on the back indicates it is from the Central California Conclave (one of the early names given to the TCMG/ARR Conclave). It identifies the TC as belonging to Betty Gaw (now owned by Lloyd Hendrickson). That looks like her bum on the left. What about the other two?

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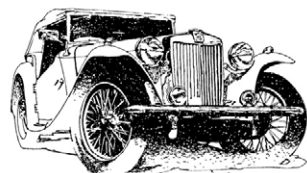
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Last time, a TC under the work bench- restoration on the cheap- boxes for electrical, wiring, suspension, frame bits, everything boxed and labeled. You design and built such a bench that was taller than usual to accommodate a TC gas tank under it in its special compartment, defining the height of your bench, and shelves to fit TC parts exactly. There were shelves for tires, shocks, body parts, an entire disassembled TC. There was a tall compartment for engines, there were two, the transmission, and a bare frame under restoration stood next to the bench. A bare rolling frame sat outside with the TC bucket on it, under an unassuming looking car cover in a covered parking space. Just someone's car, no doubt, driven daily by someone... um... The other storeroom was required, of course, for working on electrical stuff, say pool pumps, pool lights, um TC running gear, you understand. No question, you need two storerooms- definitely. The two ultra long custom work benches that I had in those storerooms in those days now sit on either side of our garage and the one that houses all the electrical test equipment and things is the one

featured in the header picture of this series. But I am getting ahead of myself here, we will get to that part of the story later.

Previous repairs had corrected body damage in a crude way welding plates inside the hood. I worked stripping TC frame, and even took out the rivets and fixed the frame members back to true. Taft had a great auto shop complete with hoists you could use whenever you needed.

Meantime, Mike moved up from Venice to his early Erwin Street location in Van Nuys. I must have

**... Mike moved
up from Venice to
his early Erwin
Street location in
Van Nuys.**

worn out his floor going in there so often getting little things, and just looking at cars under restoration. In addition to Mike, there was a hardware expert there named Tom who knew in

exact detail what every nut and bolt had to be, what the correct label on the head had to be, etc. Shortly thereafter I went to work for Mike.

Then things took, well, let's just say a slow turn. I was working at Mike's so there was no rush now to do anything. It had to be right, whatever it took. Everything I looked at on my TC was not correct or how I wanted it, so everything came apart.

(continued page 12)

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Mel will talk about small boat ocean cruising and fishing with a slide show presentation of Mexico, Canada, Panama and Galapagos Islands. Mel has been fishing since age 12, worked tuna boats as a deckhand in the summer when in college, and ran charters on his boat. So Mel has his sea legs and stories to tell. Now we know why Mel enjoys the TC - it is so cheap to maintain compared to the boat. Find out how much it costs to fill up the 1000 gallon boat fuel tank.

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.

Tuesday, Sept. 22nd

8:00 PM

Mel Appell on Small Boat Ocean Cruising



Appell's 54 ft. sport fisher Manzanita

Future Programs

Oct 27 - Halloween Pot Luck Dinner and Costumes

Nov 24 - Ron Wong - TC in Japan

New TCMG Members

Welcome to the TC
Motoring Guild

Jane T. Schmitt

1444 Birthright Street
Charleston, SC 29407

phone: 843-766-3822 (h) (c)

jhtschmitt@yahoo.com

1949 TC 8237EXU XPAG 8748 Green/Biscuit

Make checks payable to: TCMG

Jane had joined us a few years ago for a short time and has now joined up again. Glad to have you back Jane. Hope we can be of service to you and your TC.

TCMG/ARR Conclave

October 2-4

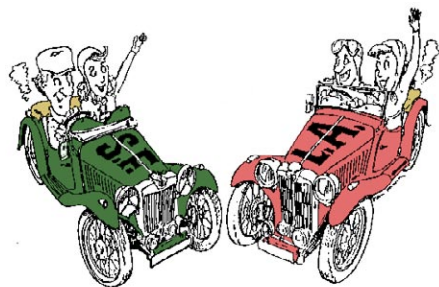
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**Get that TC ready
to go !!!**



For Conclave info:
Steve Simmons
websim@pacbell.net

Saturday Night Dinner

Banquet reservations due by September 20, 2009

Entree choices are:

_____ Top Sirloin	\$37
_____ Macadamia Crusted Halibut	\$43
_____ Vegetarian Ravioli Medley	\$37

Price include salad and dessert as well as tax gratuity and room rental fee. A no host bar be available. Make checks payable to TCMG and mail to: TCMG c/o Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020

Murphy Auto Museum Tour

**Saturday
September 26**

Our event for September takes us to The Murphy Auto Museum. This collection contains over 70 cars including a large number of Packards. Vehicles range from a 1903 Oldsmobile through 1960's models, with a few more modern cars thrown in as well. The museum also has something for the ladies - an extensive vintage clothing display representing all decades from the 1890s to the 1970s.

See murphyautomuseum.org for more details on the museum and the cars it contains. Admission is a suggested donation of \$9 per person.

Meet at: Coogie's in Malibu for breakfast at 9:00 AM. We will depart for the museum at 10:00 AM. As is tradition, lunch will follow the tour at a nearby restaurant.

Coogie's: 23755 Malibu Rd, Malibu (310) 317-1444

If possible, please RSVP to Steve Simmons at websim@pacbell.net by Thursday the 24th so we will know how many to expect for the tour.

Lunch location TDB



The Murphy Auto Museum:
2230 Statham Blvd in Oxnard
(805) 487-4333

For Sale

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

California Oil Museum Tour

August 23



Getting there was half the fun.



Five TCs and no other iron toured together to the museum.

Photos by Steve Simmons and Don McLish



Larry & Kay Einhorn, Joe Douglas, Steve & Linda Simmons, Don & Jan McLish, Ron & Bobbie Simon and Gene & Karen Olson participated in the wonderful tour.



Some old fuel pumps on display.



Most people see file bins and a cash register but Don sees small TC parts bins above and a place to store tiny TC parts to the left.



A few of the antiques on display (no those are not antiques below - those are our TCMG members)



Thanks again go to Steve & Linda for another wonderful tour



The museum had a temporary special display of Italian motorcycles on display (that is what Joe came to see).



And the line of TCs leaving

Abingdon Heritage—Let's Not Forget



MG Car Company
period photo



I recently travelled to England in search for more lost items for our cars. I would have been remiss had I not travelled to Abingdon to pay homage to and tour the very location that our cars were manufactured. So off I went on the quest walk the same turf as Cecil Kimber, the father of the MG.

I pulled off the main highway and headed towards Abingdon town center. A short distance, I saw a sign that said MG Car Club with an arrow. I turned and knew I was close to my target destination. And that was the end of the trail. As any good tourist, who had lost the trail, I stopped and asked for directions. I was shocked by the responses I got. "MG what? I have no idea. Never heard of it." Could it be that the MG marquee was more important to outsiders than the very town that the "MG Car Co." served as the heart and soul of for so many years?

I finally found a lady that knew where to direct me. I felt total relief and was off on the final leg of my journey. When I arrived at the old MG factory site, nothing was there commemorating the site as the home of the MG. No sign, no plaque, no nothing. However before arriving at the actual factory site
10 there was a beautiful old brick

building titled the Kimber House. It had an Octagon MG plaque on the outside and MG etched glass in each of the windows. I had found the home of the MG Car Club.

Inside I met Julian White, General Manager of the MG Car Club. He had confirmed my suspicions. Time had taken its toll on the memories of the MG in Abingdon. The city fathers have made little effort to preserve the history of the company within the community. It was the MG Car Club that made the effort to collect and archive the local memorabilia and preserve the local heritage. Julian gave me a personal tour of the club and shared an insight to the archived treasured materials that they had secured from local residents and from even some of the dumpsters, when the factory was closed.

As a huge "turn for the better" Julian handed me a newly created brochure that detailed the local history with maps of "MG points of interest" to include the actual routing of the factory test routes. Although the factory buildings have since all been long gone and the area has been transformed into a residential community, this detailed brochure gave me what I was looking for: a picture of the local history of the MG in Abingdon.



Kimber House:
Home of the MG Car Club



Cecil Kimber's home.
Now the Boundary Restaurant



Cecil Kimber's phone with number 251



Ed Note: Here is a shot taken from the DVD Inside the Octagon 2 showing the factory being torn down. Sad day.

If you go to Abingdon, make your first stop the "Kimber House", home of the MG Car Club. They have a very nice MG museum which is constantly expanding. There you can see the items that sat on Cecil Kimber's desk to include the famous phone with the number of Abingdon 251. While at the club, pick up the club's guide to Abingdon and Oxford and drive the actual routes that your cars were driven during their test runs after production. Also, stop at Cecil

Kimber's home on Oxford Road, a beautiful structure converted to a restaurant called the Boundary House, for dinner. And finally, spend some time in the quaint Town Center. Try to imagine the tempo of the town when the MG factory was the very heart of the community.

I would also ask that you support the MG Car Club. www.mgcc.co.uk In doing so, you will be helping to preserve the local heritage of the MG unique only to "Abingdon on the Thames". It was a great trip.

Doug Pelton

doug@fromtheframeup.com

(Ed note: The TCMG is a member of the MGCC)

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I could not even find a correct black paint that looked as good as my original. The new back paint did not have lead so no more deep ultra rich classic black. The new paints all had a lampblack brownish tinge, not that noticeable unless you looked at them and compared next to the original, and I felt those would not do. I just would not paint with such paint.

While I was working at Mikes, I was able to purchase many rare and original items for my TC. I had always wanted a set of tripod headlights.

They were so scarce, that I never found any until one day through Gene Scott, a guild member at that time, whom I purchased the 54 R type Bentley from led me to Tony Handler in Santa Monica. Tony did Rolls and Bentley work in quantity similar to Mikes expert work on the T series. You wouldn't happen to have any tripods for my TC would you Tony? Certainly Don. He took me over to the electrical storage area, crammed full of original wiring harnesses, original switches, sockets etc, and then the Tripod Headlight bin. What a feast that was. From many, I selected two that were in outstanding condition, and matched in color. I talked with Mike about having them resilvered. That would require cutting an X on the original perfect beveled glass lens, and breaking them out and replacing.

You know me on originality, so I left them as is. They were still quite nice, just had a yellow patina to them that when I thought about it just made them pretty and old. Another issue I had was the horn. It was not original. It did not have the proper high acorn nuts on it. A friend in the Long Beach MG club had sold his TC, and was selling off some spares he had, including a pristine original horn which I acquired.

**Another accessory
I wanted was
an original
Brooklands
Steering Wheel.**

The driving lights were a pair of the Moss ones, not correct at all. Later I got a set of Lucas ones which are better, and those are on the car now.

Another accessory I wanted was an original Brooklands Steering Wheel. I located a good one years later after marrying my sweet wife Jeaneatte. She was rather upset at how much I paid, but you need that. It wanted the original spoke emblem with the original clipper blue, and so now that project was solved.

While I was working at Mike's the studio sold Mike the Ferrari race car from the

On the Beach movie. It was not really a Ferrari, it was a TD with a Fake fiberglass Ferrari Body on it. It was parted out. It had many very unusual accessories on it which I purchased. I got the steering wheel which I donated to the guild's

Christmas auction one year and was purchased by McGinnesses's little boy who was about seven or eight years old then. The distributor had clear wiring with clear red caps, clear distributor cap cover, clear fuel pump cover, a genuine Lucas Laystahl head, and a very rare dual single barrel Carter setup with clear float bowls, and custom dual exhausts. I purchased all that for future experimentation, possibly to get my TC to go from 0 to 60 in under sixty seconds.

When El Camino opened I was invited there to teach Electronics, Math and Machine shop. I taught math for Engineers night school at Pierce College. At school, I had full access to some of the finest auto shops in the city. There were Multiple hoists, tools, parts cleaners, mills, lathes, welding, the works.

I had joined the TC guild in 1970. The guild had a TC tow bar, so I carefully put a custom light trailer hitch on the TF, fitted with no drilling. A TF with a trailer

(continued on page 14)

Aug 25th General Meeting at Simon Museum



David & Ron Simon along with Don McLish, await outside museum for member to arrive. And once members did arrive they could look over a whole spectrum of vehicles as do Pete Thelander and Ernie Page are doing.



Absolutely great setting for the club meeting among all the old cars. Great company too. Below Gene Olson presents Pete & Fran with the Lame Duk trophy which they won back in February.



Inside the Octagon had lots of MG factory history revealed by Henry Stone (I), and other factory connections. Photo to right shows EX 135 on the Bonneville Salt Flats making history.



TCMG Annual Meeting / Holiday Party

Saturday, Dec. 12

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Ron Simon 818-708-2033
simon90248@yahoo.com call or e-mail for additional pictures.

McLish Garage Ramblings continued

hitch Don? Well when the TC was stripped down to the rolling chassis, you could haul the TC back and forth from school as you worked on it, probably not weighing more then a couple hundred pounds. The rolling TC chassis also made an excellent trailer for taking the good TC frame in for various work like to the dipping place to have it

stripped. Where are you going to find a bathtub big enough to rinse the protective coating off the TC frame thoroughly after stripping for proper preparation for priming Don? Oh No, not the apartment building swimming pool you were taking care of... er... well we will get into all that next time.

Don McLish

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