# The Midget Chassis David Edgar, Editor

David Edgar, Editor 1454 Chase Terrace El Cajon, CA 92020



First Class Mail



**April 2010** 

Stan Belland says: The man behind me is my dad. The year was 1977 or early 1978. My TC had just come back from the painter for re-assembly in my driveway. My dad was an oldschool minister and he wore a white shirt and tie every day, no matter what he was doing. He was also brought up on a Wisconsin farm and grew up with the conviction that he could fix anything better than anyone, using a pair of pliers and a screwdriver. He had never seen a TC before, but when he watched me work on it, he just couldn't keep his hands off.

Esther had come out of the back door with her camera to get a picture of me working the TC and found me watching my dad tackling the job in his "business clothes." My gesture was probably one of exasperation.



Ron & Bobbie Simon



The two photos here are just part of the vast TCMG historic photos that were in boxes at our last meeting. We did not have time to view everything but I was able to get a few to share. You will find more on page 8 & 9 of this issue.

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## The MIDGET CHASSIS **April 2010**

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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

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#### event email series at our L TC guild egroup explained the event had to be canceled because of, well... snow. Er What? A large chunk of Angeles Crest Highway washed out in the many storms of non-TC friendly weather, and Angels Crest Highway to the snow was impassable and was closed.

The Search for Snow March

Therefore it is required to take some time further discussing TC motoring in winter places of snow normality. Southern California, my dream destination, is normally exempt from all this. Remember, I was born in Chippewa Falls Wisconsin, and then grew up in Duluth Minnesota. Typical late February and March was deep snow, a below zero wonder. In Southern California they did not know what snow was, and you had to search for it. (ducking). So simple, move there, teach and put the top down everyday. Won't that get old Don? Um Nope!

I often thought that the rigor of the northern states and Midwest was caused by the Weather. There would be nothing to do during the school year and kids would focus on intense serious study. There were no summer sports

all year long to distract, or the great Southern California beach lifestyle going day and night. Even being stifled, my boss would still say, 'You are getting close to the edge McLish!' He was probably right. If I had been out here in those days, I would not have gone off the edge. I loved California so much; I could not imagine anyone having the seriousness to focus. I would have been out having fun all the time and my grades would have suffered.

The cars were not popular in winter except with weird people like me, and maybe those in certain clubs I now belong to but won't mention to be polite. Motoring in the car was not just a thing, it was my only thing, the innermost limit of pure fun. It was the highlight of boring winter. They had winter in England, and folks had garages I guess, so that part was good. How most approached driving them in winter, I can only guess. I am just telling you how it was for me. I will continue this topic next time, but I must make room for the April 1 Tech topic (see page 10).

Don Mclish

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# Tuesday, March 23<sup>rd</sup>

8:00 PM

Declan Kavanagh on TC Reliability Enhancement

Declan will be discussing various things that he can do to a TC that will provide for increased reliability and safety that may let you enjoy your TC more and bring peace of mind. Bring your pencil and note pad to take notes and be sure to bring your questions as well.

818-788-3375 . 818-788-3377 . 323-872-1122 FAX 818-788-0516 E-MAIL jkavan1497@aol.com website: www.kavanaghmotors.com

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DECLAN KAVANAGH

SINCE 1958

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.

And thanks to Declan for being an advertiser in our newsletter for four years now.

## **New TCMG Member**

#### Warren & Deborah Kosters

P.O. Box 2661 Scottsdale, AZ 85252

Phone:480-951-2002

arnoltcoupe@msn.com

1949 TC 5994 XPAG 6408 Red / Biscuit

Warren & Deborah, Welcome to the TC Motoring Guild

Warren indicates the TC was restored in Canada in the mid '80s and has a replacement 1951 MGTD block and a 1952 head. His other interests are Mustangs (has an early Mustang convertible) and a Corvette is on his wish list. As you can tell by his email address he has some interest in the Arnolts and had a convertible as well as a coupe at one time.

# Resurrecting An MGTC

Ron Toth parked his TC in his garage 25 years ago and it has not been out since. And over the years it became buried more and more. The TC ran OK 25 years ago but as we all know, storage does not do a car any good. Seals dry up, tires and tubes age, brakes may be frozen in position as well may the clutch too. Those are just some of the things that will happen over time.

Well Ron would like to get it going again and due to some health issues cannot do it himself, so has asked for help. The gears have been put into motion and there seems to be enough

interest to make a tech session out of it. Once the weather becomes less wet. Steve Simmons has volunteered his garage to put Ron's TC on a lift and we can all see what bringing a TC out of long term storage is like. New tires and tubes are probably in order and doing a once over on the brakes will be needed. Hopefully the cork seals in the SU carbs will expand with fresh fuel but some cleaning may be required.

If you are interested in seeing some of this resurrection keep your eyes and ears open for further updates on where and when

**Last Chance** on Dues

# Last Chance on Dues **Check Your Directory Info**

Dues deadline is our March meeting (March 23rd) The 2010 TCMG Directory will be assembled shortly

Please look for the small insert attached to verify if your dues are paid and how your info will be displayed in the 2010 TCMG Directory

Dues are:

thereafter.

\$26 for those living in the 90000 to 93000 area codes

\$22 for thos outside those codes. (Local members receive all event notices while more distant members do not, unless they choose to pay the full \$26).



Saturday April 24

Come out for a nice drive in search of poppies. With all the rain we've had it should be spectacular. Bring a Picnic lunch

Leave 9:30 AM from McDonalds in Castaic. (Lake Hughes Rd - 2nd exit from San Diego Fwy (405).

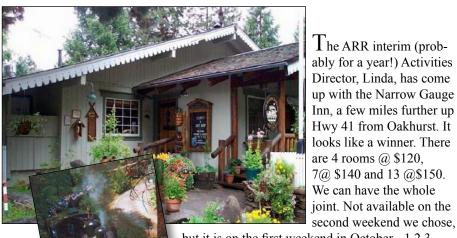
Other Events of Interest

Paradise British Car Club North Meets South Event April 16-18 - Pismo Beach www.centralcoastbritishcarclub.com

> VARA British Extravaganza Racing at Buttonwillow Mav 1-2 www.vararacing.com

# 2010 Conclave Planning is Afoot!

by Allan Chalmers



The ARR interim (probably for a year!) Activities Director, Linda, has come up with the Narrow Gauge Inn, a few miles further up Hwy 41 from Oakhurst. It looks like a winner. There are 4 rooms @ \$120, 7@ \$140 and 13 @\$150. We can have the whole

but it is on the first weekend in October - 1,2,3. The Mariposa gate is four miles up the hill. Folks writing reviews thought the food especially good. The Inn also supplies a continental breakfast with the room.

The Narrow Gauge railway is next door and they have a four mile run that folks could opt to

do. This is apparently the site of choice and there will be more info coming your way. Info on the Saturday dinner and activities to come later.

Check the website: www.narrowgaugeinn.com

### TCMG Historic Photos



Doing what the TCMG does best, taking a break and eating. Joe Douglass is in foreground stretched out. Glen & Betty Binford are to the right.

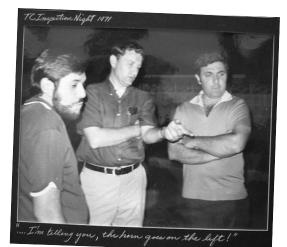








Ilene & Doug Wimer



Stan Roman, Doug Wimer and Mike Goodman at a 1971 Believe these two photos TC Inspection Night meeting.





Here we have Clarence Weiss, Glen Binford, Joe Douglass and Stan Belland discussing planned route.



Bob Goldstein at a TCMG Halloween Dinner/Meeting



Bob & Charlotte Wilmer

# Mystery Photo

#### WHERE, WHAT, WHO?

Montrose meeting room.

Annabel Goldstein & Clarence Weiss holding

the meeting raffle. Note the wallpaper of our

Here's a hint on the "where." Sequoia National Park back when they still had rustic cabins to rent. The "what" was the TCMG/ARR Conclave. The when was at least couple of decades ago.

Just give us the "who" and prove yourself a true TCMG history buff.



Answer on Page 14



# Refining the Driver's Tray Leveling Device

TECH TOPIC - April 1, 2010 by Don McLish

Taking the TC to the drive in for a hamburger, fries and a malt, or your local fish and chips drive-in may produce unexpected results. The first thing you will notice is that the drive-in food tray does not set level on the TC due the cut of the door. The same problem occurs on the passenger side in opposite slippage should this be attempted even against TC motoring etiquette. Many catastrophes or obverse catastrophes thereby result. Namely, the chips can roll off the tray, and dimple your running board paint job, and the cups even topped off at only ½ full easily slide off.

This is not acceptable for even the least demanding TC motorist.

To remedy this common situation, the MG TC Driver Side Tray Leveling To Correct Spillage and Running Board Paint Dimpling Device (MGTCDSTLTCSARBPDD) may be purchased and fitted. To save excess wear on those keys during the typing of this tech topic, it will simply referred to as the Tray Leveler. (TL) First the device must be purchased. The Tray Leveling Device is available from the factory: Part No. 1 L

#### **DIRECTIONS:**

- 1) Place drive path protection Tray Leveling Cushions (TLC) neath the leveling pads.
- 2) Remove crank from behind seat cushion.
- 3) Insert crank into the driver side leveling device hole and engage.
- 4) Crank the levelers into the uppermost upright and locked position alternating the fore and aft sides  $\frac{1}{4}$  crank at a time.
- 5) Remove the crank and restore behind the drivers' seat to avoid tripping the waitress whilst on her skates.

- 6) Have the waitress remove the tray before cranking down the device, or else massive final spillage will certainly occur requiring many serviettes.
- 7) Remove the crank from behind the seat cushion.
- 8) Crank the levelers down <sup>1</sup>/<sub>4</sub> turn at a time alternately into the folded and stowed position, and remove crank.
- 9) Return crank to the behind seat cushion clips, dust the top of the door with a serviette and press on.



# **Break Loose Those Rusted Fasteners**

You are working on your TC and come across a VERY stubborn rusted solid bolt. It seems if you use all your might to break it loose, you are sure to snap the bolt off or skin one of your knuckles. What can you do to make this job easier? Here are a couple suggestions.

For those who do their own restoration work, here are some interesting comparisons on penetrating oils.

Machinist's Workshop magazine actually tested penetrates for break-out torque on rusted nuts. They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating Oil	Average Loa
Nothing	516 pounds
WD-40	238 pound
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix	53 pounds



The ATF-Acetone mix was a "home brew" mix of 50-50 automatic transmission fluid and acetone. Note the "home brew" was better than any commercial product in this one particular test. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price.

As an alternative to the ATF-Acetone mix, try using MEK or MIBK in place of acetone as they have a MUCH lower flashpoint and thus are MUCH LESS hazardous.

TA Terry, San Francisco 1938 MG TA

Here is an 'old' mechanics tip on how to easily get out rocker shaft & oil gallery plugs. It is one that I have used for 45 yrs and it works great, try it! Heat the plug with a simple propane torch till it gets semi-red, then touch the threads with an OLD candle or parafin wax and walk away. Go have a cold Speckeled Hen and come back in a hour. Then, take the plugs out almost by hand, 99.99% of the time it works just great. Now you may want to know why it works, but I can't tell you because I don't really know, it just does.

For longer bolts, bigger nuts, and shafts (like the oil pump gear shaft) you may have to heat it twice. On parts of dissimilar metals, alum to steel, it will also work most times but is a bit harder to free up.

#### Mick Conte, Pittsburgh, PA MG TA Tickford

(Ed Note: Now this sounds interesting and you can be sure I will try it. Not sure how you would touch the wax to the treads of a bolt with threads buried down deep unless you had access to the back end.)

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# **GoF WEST 2010** Big Bear Lake, CA July 12-16, 2010

Registration Fee:

\$55 US before April 1, 2010 \$65 US after April 1, 2010 \$25 In Spirit

Cancellations after April 1 will revert to In-Spirit Registration, with the balance refunded

To register, send: name, address, phone, email and car info to: Pete & Fran Thelander 5492 Yale Av Westminster, CA 92683 714 892-0703 gofwest2010@earthlink.net



Hotel Information: **North Woods Resort** P.O. Box 2943 40650 Village Dr. Big Bear Lake, CA 92315 Phone: (800) 866-3121 Fax: (909) 866-1451 Single/Double: \$124 Triple: \$134 Jr Suite: \$174 Plus applicable taxes and fees Please refer to GoF WEST 2010 to get these rates

To download the full application form: www.gofwest.com and go to the Events link



# From The Frame Up, LLC "Specializing in MG hard to find parts" **Doug Pelton** 602-690-4927 3754 E. Nance Circle, Mesa, AZ 85215



# February General Meeting

The program for the evening was a look into our past with boxes of very old TCMG archived items plus a great discussion from long time members recalling the past.



Pete & George present the GoF West 2010 to the TCMG. See info on preceding page. Let the TCMG make a big showing up there.





Winner of the Duk Kup from last vear (Thelanders) presented the Kup to this year's winner, Bobbie Simon.

David Reid who has been a member for a number of years makes his first meeting. Glad to see ya David.



Bill Risser and Charles Duvall were present after a long hiatus.

Don't ya wish you could go back in time? Here is a shot from an old Road & Track magazine ad page. Fully restored TC for \$2100 or a near concours TC for \$1250. Oh those were the days.



1935 MG Tour P, condition good. Engine in fair

running condition. Needs new top. Make best offer with reply. Robert M. Balding, Box 626, Georgetown, S. C. 1937 MG-TA, 70% restored. Still needs upholstery, paint, lights, Body excellent, much wood replaced.

Engine completely rebuilt. Many new parts, some spares. Best offer. R. L. Mugele, 2123 Williams St., Palo Alto, Calif. (415) 327-8877. MG-TC, BRG. Restoration to absolute perfection

from chassis up. Engine & mechanical rebuilt and perfect. Everything new. True collector's item for show or road. \$2100. C. Marshall, 621 No. Dixie, Lake Worth, Fla. 582-4109 days.

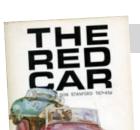
1949 MG-TC in near-concours condition. Dark blue with red top. Completely rebuilt and original. Various spares available. Delivery arranged anywhere. \$1250. Jock Butler, Apt. 608, 83 St. Clair Ave. W., Toronto 7, Ontario, Canada. (416) 921-

1950 MG-TD restored. New: wood, 5 tires, ton neau, battery, paint, 2 fuel pumps. Koa wood

# Mystery Photo (from P. 8)

A past tradition at the Annual TCMG/ARR Conclave required ARR member, Dave Gumz to enliven the Saturday evening cocktail gathering with a few tunes on his bagpipes. A desire to participate in this annual ritual overwhelmed TCMG members, Jim Crandall (center) and Clarence Weiss (right) and for one year, they secretly studied the pipes with legendary Hollywood piper, Dan Hood. They only learned about six tunes on that devilish instrument but it was enough to stun Dave Gumz (left) into temporary inaction as they marched out of a

nearby cabin, playing his signature tune, *The Barren Rocks of Eden*. The whole enclave (present but not pictured) was shocked and awed, especially TCMG member, Beverly Stuart of Bakersfield, CA, who was so overcome with Celtic emotion (and Johnny Walker Black) that he broke two sticks off of a nearby bush, positioned them crossed on the ground, and treated us all to an authentic, Scottish sword dance. This cacophonous cocktail concert was repeated only once at the next year's Conclave, then died a merciful death.



## The Red Car

A short excerpt from the book *The Red Car* by Don Stanford. If you have not read it, you should.

(Hap) caught his breath in a gasp at the sight of the (TC), It was red, fire engine red. It was low, but had none if the clunky look of

the yellow (TD) outside. This one was lean and racy and angular, with fenders that made no attempt to curve or blur into the body lines, but stood out in a clean sharp sweep over the wheels. The wheels were enormous; they were almost ludicrous at first glance. They were gleaming silvery wire wheels standing high and narrow with the rakish scarlet body of the car slung low between them, looking even now as though it were crouched close to the ground ready to spring forward. The car looked almost alive. It had a personality all of its own-an arrogant, insolent, challenging way of looking you right in the eye and saying, "Drop dead!"

Jim Crandall had an extra copy and brought it to the February meeting to share. Let me know if you wish to read it, and I can bring it to the April meeting. David - djedgar@pacbell.net or 619-593-8255

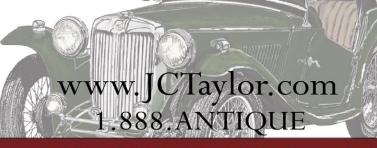
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