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



First Class Mail

IC Motoring Guild Published by the TC Motoring Guild, Inc.

July 2010



The special May meeting program brought Allen Hill from Las Flores Car Wash & Audio Toyz along with representatives from Meguiar's to give us some tips on car cleaning and communication devices. See them behind Ron Wong in his TC. Report of talk is on page 13.

	W	hat's	Inside
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The MIDGET CHASSIS **July 2010**

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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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What an awesome meeting we had in May with our back to our roots campaign, inviting Long Beach MG, and Vintage club to gather with us in the general meeting in Montrose at the bank for a special program on finish preparation tips and techniques. The program was beyond awesome, and applied to all cars, not just the TC. Safe methods of bringing finishes back were presented, and the tricks and techniques used by the pros (see cover photo and program report on page 13. Then Audio Toyz presented their part of the program on the current line up of high tech accessories and what types of in-car rally communication are currently available, as well as GPS and other gadgets. It was an awesome program enjoyed by all, with many freebees that we all took home.

As usual we are ahead of ourselves, or is it behind? With TC matters, one never really knows, and few notice or even care. What? Well, we are producing the July Classic Chassis, and yet the June Annual Picnic meeting at the Henkles' has not happened yet or even been mentioned. Don this is too confusing, shouldn't that have been in the June Issue? er well we published that a month ago...actually it should have I suppose, but there was so much else presented so far in advance,

we used up all our space. But yes we should have put that in the June issue. The July issue will be coming out right before the June meeting which will be the annual picnic at Henkels' so we are covering that event now. We will meet for the June general meeting not at the bank but at the Henkels' in Pasadena, and you should all have a flier on that by now. We will meet with our TC's at the Henkels', 726 N. Pasadena Ave, Pasadena June 22 with Tony's well equipped machine shop. The picnic will be at 7:00 pm, bring your own picnic, and desert and coffee will be provided. The picnic and visiting with good TC friends will be our program.

We will be back at the bank (July 27) after GoF. We want all to attend GoF and perhaps enjoy an extended vacation in Big Bear with the TC. Any questions? I thought not. Consider yourself updated, confused but updated. (ducking)

Now the TC story in the ramblings continues. We were up to the frame restoration, and now the block. With Tony's elaborate machine shop being featured this month at the picnic, and the work he does, perfect month to discuss the block part of the TC story.

The block was another project requiring much work. It also was (continued on pg. 12)





Note time and location changes from our regular meetings

Bring your own picnic supper Dessert and coffee will be provided by the Henkels'. Thank you in advance Cindy for setting this up and making such great desserts.

Tuesday, June 22nd

7:00 PM Note time

change

Annual Picnic at the Henkels'

The ever popular annual TCMG Picnic at the lovely Henkels' home. Event was moved to June this year, but it will be the same fun we always have. We usually get a nice showing of TC's too. Make it a point to be there.

RSVP only if you are coming

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

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 Blvd. 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

Possible Cherry Picking Tour June 26

Cherries should be ripe by Saturday June 26. Lets go pick (eat) some cherries. Drive up San Francisquito, then back Bouquet Canyon. Meet

somewhere in Valencia- anyone have a suggestion? Come to meeting for details or watch for email and/or flyer. Gene Olson 805-522-8052

Spark Plugs for the TC

There was a fairly good discussion on spark plugs on the TABC list recently. Someone started it off asking what spark plug was closest to the Champion L10S that the Brown Book (owners manual) lists. What seemed like a fairly straight forward question ended up being fairly involved. Champion of course stopped making that particular plug. The old L10 was superseded to an L86 (probably in the 1960's) by Champion. However that has been discontinued as well

Using the internet we now find Champion lists these conversion:

> L10S now RC82C L10 now L90C L86 now RC86C

Basically all three new listings are labeled as a racing plug, 14mm thread size, 12.7mm (1/2") reach, 13/16" (20.6mm) hex size, & a gasket seat.

The R designation indicates it is a Resistor plug and the numerical value in the listing shows a heat range number (Champion goes by the higher the number the hotter the plug). They also suggest to err on the side of a colder plug if in doubt. After running for a while you can re-evaluate if going to a hotter plug is necessary under your driving conditions.

BUT you have to remember that when MG called for the L10S back in the 40's that fuel was quite a bit different. Modern fuels will burn differently so where does that leave you now? While the makers can tell us (or maybe can't!) the modern equivalents to their old plug designations, the changes to fuel

compositions often means that the

original specification plug may no longer be the ideal. A wider heat range goes a long way to negate that problem.

NGK, (and maybe some others), have much wider heat ranges than Champion. The NGK brand B6HS is the correct plug for our xpag engines conversion wise. According to NGK, it covers all the Champion plugs from L82 up through L87. You may also be able to use a BP6HS plug (the P indicating a projected nose) which would put the spark further into the chamber. Just be careful if you run pop-up pistons or have a severely shaved head as there is the possibility the projected nose could come in contact with the piston. Carefully rotate the engine by hand to see if there is a conflict first

Someone else (with obvious spark plug knowledge) indicated NGK's have always had a copper core center electrode which is what gives the wider heat range. The original plugs in use at

the time TC's were new had nickel cores and operated over a relatively narrow heat range. Some other interesting spark plug trivia vou may not know is that NGK plugs were originally made under license agreement with Champion. NGK still uses a powder seal at the shell in the same manner as Champion and some NGK plugs

Ceramic Insulator

are made in Champion factories in the US. NGK has been the leader in spark plug technology since about the mid 80's capturing BMW, SAAB and most other major European makers.

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

Registration Fee:

\$65 US

\$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 Ave. Westminster, CA 92683 714 892-0703 gofwest2010@earthlink.net



Hotel Information:

Northwoods 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

Webmaster Wanted



After more than five years managing the TC Motoring Guild website, Jim Crandall has decided to exit the program, delete his byline and pass the keys to a new keeper. It's time, he says, for an upgrade. So, if there are any want-to-be webmasters out there, now is the time to log in. Jim will continue to care for the site until the end of 2010 unless someone steps up sooner.

If interested, please contact:

Jim Crandall phone 310-457-3967 crandallonline@vahoo.com

David Edgar djedgar@pacbell.net

Thanks Jim for such an excellent website over the years.

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

MG TC Gas Cap Trigger

TC Originality Alert

The TC gas tank continues to be one of those troublesome areas of restoration. Original tanks are in short supply, replacements are low quality, replacement caps are not available and many parts for original filler caps are non-existent. Now another gas tank component has surfaced on the TC "endangered species" list – the TC Gas Cap Trigger.

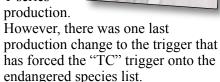
As always, it is prudent to first review the evolution of the parts and identify specific production changes made. Let's start with the pre-war trigger. It was different than what most owners expect to see today. It had the word "PRESS" on it instead of the "MG" logo. However, it is rarely understood that the majority of the TC production also used this PRESS trigger. That's right! The PRESS trigger was a holdover from the pre-war T-series and used



continuously through about TC6000. That means 60% of TC's should have the PRESS trigger. The transition to the "MG" logo on the trigger was a mid-TC production change, one of many subtle changes in 1948.

This follow-on "MG" logo

trigger was then used throughout the remainder of the T-series production.



At the end of the TC production the gas tank filler was changed from a brass neck to steel neck filler. This steel neck filler was used throughout TD and TF production. The new filler neck had a different profile at



its base resulting in a needed change to the trigger. "Feet" were added to the trigger as a mechanical stop to prevent the trigger from stopping on the painted top of the tank. This has created a problem for pre-TD owners. The later trigger does not work on the TABC tank.

I have discussed this problem directly with the manufacturer, who supplies this item for all major suppliers. (Moss included). The manufacturer was not aware of the non-compatibility and had just completed a major production run of the later



How the trigger should fit on the filler neck.

trigger. There is currently no effort to retool for the proper TABC trigger. (Note: It is commonly understood that the gap for replacement TC parts is filled with items that are common to the TD & TF. This is for obvious reasons. There is a higher demand for parts for the later type models. However, this "one size fits all" mentality does not always work. This issue with the trigger is a clear example.)



An original PRESS trigger and tank.



And how the trigger with "feet" causes an interferance on the earlier tanks.

The solutions are limited to resolve this global shortfall. First, if you have a trigger, send it to the chrome shop and be happy you have one. An interim solution is to use the later trigger but you will have to cut the "feet" off of it. Finally, if you do not have a trigger and want to do it right, let me know. I am exploring the prospects of producing a small batch of both the TABC "PRESS" trigger and the TC "MG" trigger, to help those in need.

As always, I welcome comments. Please contact me directly to talk through any questions or issues you may need help in resolving.

Doug Pelton

 $602\text{-}690\text{-}4927 \text{ or} \\ Doug@FromTheFrameUp.com}$

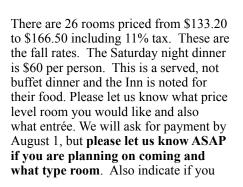


2010 TCMG/ARR Conclave

October 1-3 at the Narrow Gauge Inn in Fish Camp

Allan wanted reservations by June 1 so do not delay

Contat Allan Chalmers ASAP





are interested in the Narrow Gauge train ride. We will take room requests on a first come basis and might have to adjust room assignments and rates based on availability, so act with some haste!

Please do not reserve through the Inn

– we (Allan & Linda) are taking the
monies and paying the Inn.

SATURDAY DINNER at \$60/person

FIRST COURSE: (Choose in advance)

Fresh Garden Salad with Balsamic Vinaigrette

or Soup Du Jour

MAIN COURSE: (Choose in advance)

Prime Rib with Garlic Mashed Potatoes

Chicken Marsala with Garlic Mashed Potatoes

Fresh Salmon with Rice Pilaf Pasta Provencal (vegetarian)

Lamb Shank with Garlic Mashed Potatoes

Entrees include: Seasonal Vegetables Sourdough and Wheat Bread, Butter and Oliveri Sauce Choice of Coffee, Teas, Milk or Soft Drink

DESSERT: Cheesecake with Raspberry topping

Steam Train Ride \$18/person

website: ymsprr.com

ALL RESERVATIONS

(room, dinner and train) need to be made through Allan or Linda Chalmers

Allan allanchalmers@yahoo.com

Linda lichalmers@yahoo.com

phone 415-566-9796

Conclave Room Info

Roon #	n Room details #	f Guests V	Total w/11% tax
25	King, A/C, Private Bathroom Tub/Shower, Private Deck, by swimming pool	(2 max)	\$166.50
26	King, A/C, Private Shower Bathroom, Balcony with Mountain View	(2 max)	\$166.50
27	King, A/C, Private Shower Bathroom, Balcony with Mountain View	(2 max)	\$166.50
28	King, A/C, Private Shower Bathroom, Balcony with Mountain View	(2 max)	\$166.50
29	King, A/C, Private Shower Bathroom, Balcony with Mountain View	(2 max)	\$166.50
30	King, A/C, Private Shower Bathroom, Balcony with Mountain View	(2 max)	\$166.50
31	King, A/C, Private Shower Bathroom, Balcony with Mountain View	(2 max)	\$166.50
32	Queen, Daybed w/trundle, AC, Private Bathroom Tub/Shower, VCR Balcony with Forest View, Below Restaurant, may hear noise!	(4 max)	\$166.50
33	King, Fan, Private Shower Bathroom, Shared Balcony Mountain View	(2 max)	\$166.50
34	Queen, Fan, Private Shower Bathroom, Shared Balcony Mountain View	(2 max)	\$133.20
35	Queen, Fan, Private Shower Bathroom, Shared Balcony Mountain View	(2 max)	\$133.20
36	Queen, Fan, Private Shower Bathroom, Shared Balcony Mountain View	(2 max)	\$133.20
37	Queen, Fan, Private Shower Bathroom, Shared Balcony Mountain View	(2 max)	\$133.20
38	King, Fan, Private Shower Bathroom, Shared Balcony Mountain View Near Refrigeration, may hear noise!	(2 max)	\$166.50
39	King, Daybed w/trundle, Fan, Rollaway Private Shower Bathroom, Shared F Mountain View. !Under Restaurant, may hear noise! (5 max	Balcony w/rollaway)	\$166.50
40	King, Fan, Private Shower Bathroom, Balcony with Forest View	(2 max)	\$166.50
41	Queen, Fan, Private Shower Bathroom, Balcony with Forest View	(2 max)	\$155.40
42	Queen, Fan, Private Shower Bathroom, Balcony with Forest View	(2 max)	\$155.40
43	King, Fan, Private Shower Bathroom, Balcony with Forest View	(2 max)	\$166.50
44	2 Doubles, Fan, Private Shower Bathroom, Balcony with Forest View	(4 max)	\$155.40
45	2 Doubles, Fan, Private Shower Bathroom, Balcony with Forest View	(4 max)	\$155.40
46	2 Doubles, Fan, Private Shower Bathroom, Balcony with Forest View	(4 max)	\$155.40
47	2 Doubles, Fan, Private Shower Bathroom, Balcony with Forest View	(4 max)	\$155.40
48	2 Doubles, Fan, Private Shower Bathroom, Balcony with Forest View	(4 max)	\$155.40
49	King, Daybed w/trundle, A/C, 2 Private Bathrooms (one with Shower, one w Small Refrigerator, secluded balcony with Forest View. (5 max, view)	vith claw foo w/rollaway)	
51	King, Fan, Private Shower Bathroom, Balcony with Forest View	(2 max)	\$166.50
	a t manife		



Guests may make individual reservations to arrive earlier than October 1, 2010 or extend their stay beyond October 2, 2010. **Reservations will be on room availability only.**

10

McLish's Motorhouse Ramblings (cont'd)

The block was

another project

requiring much work.

It also was stripped

(down and)...

stripped, and fortunately the replacement was an early TD block because as you recall the TC's previous owner's brother had hatched the original block with a rod through the side racing an MGA.. The later TD and TF blocks did not have the large MG emblem cast into it. Also, the water spigot on a TD is in a different location then on the TC and this must be corrected. I carefully plugged the end hole for the water spigot with a steel taper threaded plug, and then

made a center hole, and threaded it for the original spigot as original. I took Bondo, and filled over the steel taper plugged old end spigot hole, and used another piece of broken cast iron from the original block as

a surface texturizer to create pattern for cast iron surface texture. This way after paint, you could not tell anything had been done to make the early TD block into a TC block. It was my attempt to duplicate the TC block as exactly as possible from what I had.

I like the engines to be the way they were when new, fresh out of the factory, with the correct color, and not a drippy wet shiny finish look. It took some doing to get that right. They had a sort

of semi-gloss finish that is hard to get. I had several batches of paint made with more and more flattener until I was satisfied with the result. This is a matter of personal preference, and you will see some folks literally grind the block to a smooth finish, use many coats of sanded primer, then paint resulting in the engine block looking like a mirror. Again, this is all a matter of personal preference. For show cars, some have also done that to the frame so that the whole frame

looks like a black mirror. This is where the extreme tedium of all these things started to get to me. I was at the point now where in addition to teaching, I was developing curricula, lesson plans, teaching

night school at College, and all of the unseen tasks that teachers are constantly involved with, when I came to a major new problem... but that part of the story must wait until next time. Come to the picnic at Henkels' and we will see you all there with the TCs all lined up in Tony's driveway for our great summer annual picnic and great fun. Till next time, TC motoringly yours,

Don McLish

Photo taken from late 1940's Nuffield Exports brochure. Was obviously trying to impress on buyers that you were getting a car of race proven qualities.



May Meeting Program

The program for the May meeting was presented VERY WELL and it is a shame more people could not attend. While Allen from Las Flores Car Wash was the focus, representatives from Meguiar's did an outstanding job of presenting considerations when washing and detailing your car. Las Flores uses Meguiar's products and will pamper your car with trained personnel. You may want to drive by and at least take a look.

During the evening we learned the importance of the two bucket car

What product do you use on your car to clean it? All depends on several factors including:

- Condition of the surface
- Your goals
- Tools available
- Time available
- Your skills and abilities

The 5-Step Paint Care Cycle

- Wash
- Surface Prep
- Polish
- Protect
- Maintain

washing method, use of microfiber towels, using the correct product for your needs and how to direct your rinse to save on drying off. You can make your car's finish so smooth that if a fly landed on it, it would probably slide off. We also learned how to get free on-line and or phone technical assistance.

Check out these websites: meguiars.com

meguiarsonline.com

And not to slight AudioToyz, their line of electronics for you home and car are



Allen Hill from Las Flores Car Wash explains his philosophy of hand washing cars at his facility.

lasfloresautodetail.com



Mike from Meguiars gave a most impressive talk on the science of keeping your car clean.



Allen brought a table full of gifts to thank us for allowing his team to present.

1949 TC 7418 - For Sale

Recent complete repaint (3 years ago with fenders, and doors off body), New top and side curtains, plus brakes redone. Seats were recovered five years ago. There are added louvers on the bonnet, Brooklands windscreens behind the windshield, EXU type rear turn indicator lamps, and a radio/CD player mounted in the dash. TC runs GREAT and starts up on the first pull. Exceptionally clean and ready to drive anywhere.

I have had this TC for 60 years (bought it in 1950 while in college). I love the car but it is time for me to let it go and to let someone else enjoy the fine driving experience of a TC. \$27,000 and you are on your way.



1949 TC 7418 XPAG 8125 Bob Smith 909-585-3398 oscars1933@gmail.com Big Bear City, California

1949 TC 9163 - For Sale

XPAG 9884 ENGINE: 4 cylinder - 1250 cc TRANSMISSION: 4 Speed, Manual MILEAGE: 3478 Odometer Reading

Vehicle was purchased by a doctor in England in 1949 where it spent most of its life until May 1978 when it was purchased and relocated to Colorado. It spent a short time in Ontario, Canada from November 2003 until I purchased it and transported it to Fresno California in March 2004. It is basically an original car with only the seat covers and soft top have been replaced, and turn signals added. Appraised in 2004 by Wayne Rowe of Wayne Rowe Classic Cars at \$24,000.00. The car has always been garaged and protected by a cotton dill cover. It is licensed in California and driven weekly.

The engine and running gear all function properly. The only recent mechanical addition was the installation of a Thompson Steering Gear to improve steering response. All wire wheels have been completely redone with new spokes and new tires were mounted. Car is fully capable of extended motor trips.





Dennis Johnson (559) 994-1879 dock46@yahoo.com

More details and photos available on our TCMG web page.

DRIVE THROUGH **T**IME... 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.



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