The Midget Chassis David Edgar, Editor

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



First Class Mail



May 2010



OK, so it is not a TC but the photo was placed here for several reasons. One: it is a terrific MG photo which has Peter Satori and dealership in it. Two: It sort of ties into our Ladies Night meeting program for this month. Three: It leads you to a great story about Peter Satori on page 10-11 of this issue (and the story leads to the brochure on pages 8-9).

What's Inside

McLish's Garage -TC Motorhouse Ramblings 3
April General Meeting
Wildflower Tour
1948 Nuffield Exports Brochure on TC8-9
Story on Peter Satori
March Meeting Report









The MIDGET CHASSIS **May 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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It's time for the TC and the Poppies, honoring the ladies, a gentle back to our roots event. I always look forward to that. As memorable as the poppy events are, equally are various misadventures. One



year we were parked near the devil's punch bowl for the event picnic. Mine was the first TC on the left. Notice the shallow rock edge and rut. On leaving I started up and when the right rear wheel dropped into the rut, the unseen rock squashed the exhaust pipe all but shut. Hmm what to do, no tools were carried for this sort of disaster, I mean who would think. But wait



quick conference, tree branches everywhere," Get one about that

thick Don." Starting with my large screwdriver, and then using the strong branch, just the right size, I was able to pry the exhaust pipe partially open to get us home.

Our Lancaster poppy tour grand tradition was started by Joe Douglas near the very beginning, soon after the earth cooled, and TC members have loved it since. The invention of the wheel helped, TC's rolled out to the California Wild Poppy Reserve in Lancaster much better after that. The April 2010 event should be no exception. Our April program will have yet more flowers-"Ladies Night" Bring your favorite recipes / craft ideas for exchanging. Bring an interesting plant or something from the garden to the discussion. Your president will be providing supplies for the second part of the program to present your sweetheart with a pinned flower you will make for your TC sweetheart, or to wear as a Boutonnière. Everyone at the meeting will leave with a flower of proper class and distinction befitting dignified TC motoring- yet another refined return to our roots of social focus for the Ladies. Be there April 27th as we honor our TC sweethearts with flowers the men will pin.

May brings us to Spring Cleaning. Our back to our roots program for

(continued on pg. 12)

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April 27th 8:00 PM Ladies Night

Tuesday,

Bring your favorite recipes / craft ideas for exchanging. Bring an interesting plant or something from the garden to the discussion. And the second part of the program will let the guys present your sweetheart with a pinned flower they will make for their TC sweetheart, or to wear as a Boutonnière.

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.



Resurrecting Your MGTC

There are a few members in our midst who have let their TCs sit idle for many years. As time goes by it gets harder and harder to jump in and bring it back to life so it then sits even longer.



Exactly what needs to be done to get it going again? Well we are working on a little tech session to help Ron Toth whose TC has been in his garage for 25 years collecting dust. While it ran OK 25 years ago he knows he cannot just charge the battery and pull the starter. 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.

The gears have been put into motion to make a tech session out of it. Steve Simmons has volunteered his garage and lift so we can all see what bringing a TC out of long term storage is like.

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

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 Av 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

Please refer to GoF WEST 2010

Triple: \$134 Jr Suite: \$174 Plus applicable taxes and fees to get these rates



Other Event of Interest

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 joint. Not available on the second weekend we chose.

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

FEATURES

- High power-weight ratio. 54.4 b.h.p. 15½ cwt. (787 kg.) unladen weight.
- 4-cyl. O.H.V. high compression engine. Peak revolutions 5,250 r.p.m. Counterbalanced crankshaft.
- Carburation by twin semi-down-draught S.U.s. S.U. electric fuel feed. 13½ gallon (61.4 litres) tank capacity.
- Four-speed remote control synchromesh gearbox, close ratio top and third.
- Spiral bevel rear axle. Final ratio 5.125 to 1. 15.84 m.p.h. (25 k.p.h.) per 1,000 r.p.m.
- Underslung M.G. racing type chassis. Semi-elliptic leaf spring suspension with hydraulic pressure recuperation control.
- Large open 2-seater body in choice of colours. Leather upholstery. Good all-weather equipment and luggage space.

BRIEF SPECIFICATION

ENGINE. 4-cyl. O.H.V. 66.5 mm. × 90 mm. 1,250 c.c. 3 main bearings. Pushrod operated valves. Controlled expansion pistons. Pressure oil feed and filtration. Aluminium ribbed sump. Twin S.U.s. Air cleaner. Cooling by fan and pump. Thermostatically controlled.

TRANSMISSION. 4-speed synchromesh gearbox. Overall ratios 5.125, 6.92, 10, 17.32 to 1. Hardy Spicer needle roller propeller shaft.

CHASSIS. Underslung. Tubular cross bracing. Half elliptic leaf springs rubber mounted. Hydraulic dampers. Wheelbase 7'10' (238 c.m.), track 3' 9" (114 c.m.). Lockheed brakes, cable operated hand brake. Splined hub wire wheels. 19"×4.50" tyres. Cam steering. 13½ gallon (61.4 litres) fuel tank with snap filler. Burgess perforated tube silencer.

ELECTRICAL. 12-volt ignition and lighting. Compensated voltage control. 2 C.P. headlamps. 2 side lamps. Fog and stop lights. Rim lit instruments. Map reading light. Twin blade electric screen wiper. Fused circuits.

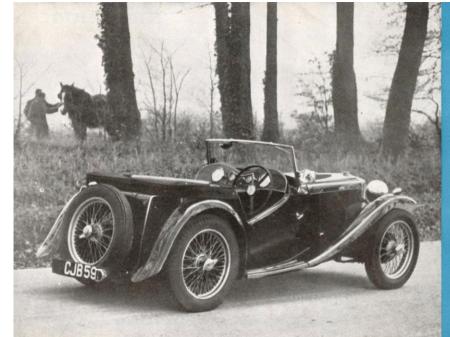
CONTROLS. Lamp, horn and starter switches and mixture control on the facia. 5" speedometer, 5" revolution counter, clock, oil gauge and ammeter. Petrol warning light.

COACHWORK. Large open 2-seater body. Foldflat safety glass screen. Leather upholstered adjustable seating. Large luggage space. Side screen compartment. Felt lined tool locker under the bonnet. Colour finishes. Exterior, black, green or red. Leather, beige, green or red.

The right is reserved to vary this specification without notice.

Snugly fitting hood

and sidescreens afford complete protection from the weather.







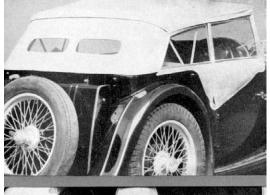
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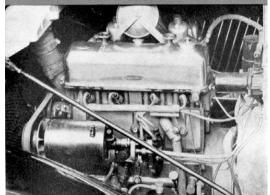
M.G. MIDGET SERIES 'TC'

Sole Exporters:



Sportsmanlike frontal appearance is a feature,





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COWLEY :

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ENGLAND

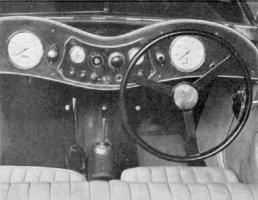
Printed in Great Britain by The Nuffield Press Limited, Cowley, Oxford, England

Twin S.U. carburetters give vivid acceleration. All controls can be operated without removing the hand from the steering wheel.



Note: These scans are from a July 1948 Nuffield Exports brochure (NEL 53) on the TC. Descriptions were also printed in French and German (but eliminated here due to space limitation). This was all separated and rearranged so as to fit on this page and still be legible.





Peter Has Been Found!

The Rest of the Story by Doug Pelton

It has been 2 ½ years since my article "MG TC Sales Brochures" was printed. These writings detailed the TC sales brochures known to exist. The first export Edition (Brochure No. 53) was of particular interest in that it had the name of a U.S. dealer published on the back page. I had never heard of: Peter Satori, British Motor Cars, 2611 Shattuattuck, Berkeley, CA. So out of curiosity, in my writings, I made a passing comment.... Does anyone know Peter?

As time went on I had forgotten the rhetorical question until last week when

I got an email from Eva McClane. Her short note was the equivalent of winning the lottery. "I came across your article. Peter Satori was my father." An immediate return email and then follow-on phone conversation with Eva painted a vivid picture of Peter Satori that was full of color, excitement and drama. As Paul Harvey would say,

"now it is time for the rest of the story."

Peter Satori was born 1913 and raised in England where he developed a passion for fine motor cars. He began his long career in the automobile industry working for Ford Motor Company in England and then serving with the British Army Motor Corps in the Middle East during World War II. He immigrated to the United States, via

10 Montreal, Canada, shortly after the end of WWII.

He made his way out West, where he became the first importer of foreign

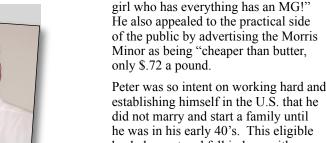
cars on the West Coast in 1947 – initially opening a dealership in Berkeley, then in Southern California. He was the first Rolls Royce concessionaire west of the Mississippi. In addition to Rolls Royce, he imported Bentley, Jaguars, Aston Martin, DKW (precursor to the Audi), MG, Mercedes-Benz, Fiat, Alfa Romeo,

Lancia, Austin. Simca, Citroen, Facel Vega, Jensen, the original Mini-Cooper, Morris Minor, and at one time had several dealerships in operation between Northern and Southern California He was also a pilot and often flew a small plane between Southern and Northern California to commute between the offices. And as a racer, he enjoyed the speed of the circuits at

Pebble Beach and Sears Point Raceway.

Among his customers, were several notables: Sarah Churchill, Sammy Davis, Jr., Fats Domino, Clark Gable, Cary Grant, Jayne Mansfield, Dean Martin, Groucho Marx, Ray Milland, and Elizabeth Taylor, to name a few.

Peter was a very clever business man. He was quick to capitalize on the glamour of these cars and how they could elevate your status in life. "The



establishing himself in the U.S. that he did not marry and start a family until he was in his early 40's. This eligible bachelor met and fell in love with a French woman – Claudia Bergada – who had grown up in Tahiti. They made a handsome couple – Peter as the ever distinguished European gentleman and Claudia, with her movie star beauty, French accent, and exotic Tahitian flair. They were social darlings wherever they went.

They lived in Flintridge for their first years and later moved to Pasadena on a hill overlooking the Rose Bowl, where they stayed for 24 years. His business flourished and he was one of the founding members of the Pasadena Motor Car Dealers Association. His lifelong passion was the British motor car industry. One of his career pinnacles was when Prince Phillip, Duke of Edinburgh presented him with an award "In Recognition of his Outstanding Contribution to the British Automobile Manufacturers Association in the United States of America".

In later years, Peter downsized to one location on Colorado Blvd in Pasadena next to the Norton Simon Art Museum. He was known and respected as a businessman of great integrity back



when that was an achievable goal in the auto business. Peter Satori was a worldly man who loved literature, classical music, Seinfeld, and Red Skelton. Other interests included world histories and religions. He was fluent in English, French, German, and a smattering of Russian. In 2003, Peter died leaving a legacy fitting of a future Hollywood film.

As for today's vintage British cars throughout the Western U.S., Peter was one of the early icons and pioneers responsible for their "British Invasion." It may very well be that many of the readers own a car that was originally offered by Peter.

And so now you know..... the rest of the story!

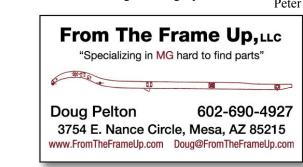
Acknowledgments for helping chronicle Peter's life goes to Peter's 3 daughters:

Claudia, Petrina, and Eva who were very gracious in sharing their family history and also sorting through the family scrap books for the great photos. My thanks!

Doug Petton

doug@fromtheframeup.com





McLish's Motorhouse Ramblings (cont'd)

May will include experts from one of the finest if not the finest car wash in the country on the very best waxes and finish protectants, for the TC. Since you will be preparing for many motoring events in the coming season, they will also provide expertise from their Audio Toys department on accessorizing with communication equipment and GPS without hurting the integrity of the TC. Be sure you come to the May meeting on May 25th to see this outstanding program on the best finish protectant protocols, and TC communication accessorizing.

Now with the updates out of the way, time to precede with the Motorhouse Ramblings. When we left off we were up to the total disassembly and chassis restoration. You do not want chemical residue which can ooze out vears later if you have your frame dipped, so you need a large clean water bath to soak it thoroughly, say for example, a large apartment building swimming pool,



not that I would know. In my case I even took the rivets out of the frame. straightened the side brackets back to

true, and put in new original rivets which I finally located from new old stock at LA Hardware. Special tooling had to be made for peening them over as original,



tooling which I still have. Then it was an easy matter to heat the rivets vellow hot with a torch, and peen them over. To show you how crazy I got, another area of obscure wear is the bronze bearings that the emergency brake cross shaft rides on. A friend machined those for me along with their four rivets each, installed the new sleeves, and peened those rivets as original. I wanted everything to be perfect. I wanted a cloth woven wiring loom with the original flex pieces where fitted and each wire cloth coated... As you recall, the previous owner had fitted it with all white Teflon aircraft wiring, and Litton Air Craft circuit breakers for every circuit. It took me forever to find the original flex for a correct cloth loom. Unfortunately, when you get that carried away, in addition to teaching responsibilities, weeks stretch on into months on into years.

Don McLish

March General Meeting





For the program, Declan Kavanagh gave brief descriptions on some improvements he has made to his and other TCs.

One of the first things he did was

the Datsun steering conversion. His

father was never one to modify the TC because he said when you improve on it, it changes the soul and integrity of the car. Declan varied from his father's stance. Declan said the Datsun steering really helped the safety and drivability of the TC.

The next modification was the shocks and springs. The shocks were sleeved down and re-valved. This thereby gave a softer ride. He also went to synthetic oils which softened the ride more. He did this mainly for his bad back and he said it really made the TC ride like a dream. He had new leaf springs made up

by a trucking firm. He found the material and the firm made up the specs to what kind of ride he wanted.

For the brakes, he had lining material used on semi truck brakes bonded on the shoes. He said it was an astounding difference, and he could stop MUCH better.

And he made quick mention of going to an alternator that could put out 45 amps. His lights were now bright and he can see better.

One TC made the meeting (Don McLish). Declan had intended to bring his TC but



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D. Kavanagh Motors, Inc.

COMPLETE AUTOMOTIVE CARE 13428 VENTURA BLVD. SHERMAN OAKS, CALIF. 91423-3914

DECLAN KAVANAGH

SINCE 1958

it was laid up with a minor repair after showing it at the Queens English show. Such is the life of a TC owner.

TC 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.

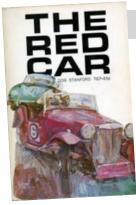
\$27,000 and you are on your way.



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

Happy Birthday Cecil Kimber

Cecil would have been 122 on 12 April. We can thank him for his foresight and dream (and thank William Morris for his financial input too) to bring about the MG into existance.



The Red Car

Last month there was a short excerpt in the Midget Chassis from the book *The Red Car* by Don Stanford. Patrick Mauch sent an email in response to that.

I just wanted to mention that The Red Car was the first paper back book I read as a young boy, about 14 years

of age. The red car (TC) impressed me so much that I swore a TC would be in my garage some day. And, as luck goes, I purchased my 1948 MGTC (in pieces) when I was 28 years old in 1974. I still have my cherished car and God willing will always have it.

Thank you for telling other members about the book. Also, when I was a high school teacher I gave out many copies of the book to students.

We will be going to GoF WEST 2010 Big Bear Lake, Ca. July 1-16, 2010. Hope to see everyone there. Oh! we will not be taking our MGTC to the event. We will be bringing our 1958 Corvette because we are touring from San Diego to Canada, PCH, during June 2010 and will stop in for the event on our way back to L.A.

Sincerely,
Patrick & Laura Mauch
Titusville, FL

DRIVE THROUGH **T**IME... WITH PEACE OF MIND



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