



TC Motoring Guild CLASSIC CHASSIS

November 2010



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MEMBERSHIP INFORMATION

Annual Membership: \$26 due and payable on January 1st of each year for members in zips 90000 to 93000. All others \$22 per year (won't receive local event flyers).

New Memberships: Dues plus a \$10 initiation fee.

For more details, see our web page (www.tcmotoring-guild.org) or write directly to our

Membership Chair: Joyce Edgar
1454 Chase Terrace, El Cajon, CA 92020.
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EDITORIAL INFORMATION

Deadlines are usually on the 10th of each month. All contributions: articles, advertisements, letters and captioned photos should be sent to:

The Midget Chassis, our monthly newsletter

EditorDave Edgar

619-593-8255 / djedgar@pacbell.net

The Classic Chassis, our biannual issue

Editor.....Jim Crandall

310-457-3967 / crandallonline@yahoo.com



ON THE COVER In between rain showers, Steve Simmons caught this shot of the traditional TCMG/ARR Conclave lineup of fifteen somewhat damp TCs. See Pp. 8-10 for more Conclave photos. Ed.

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TClinics: Send for a free index of over 60 ways to keep your MG "TC" operating safely and reliably. Price per article: \$.20 members; \$.50 non-members. Index is also on our web page for download.
MG Through the Ages: MG in pictures, 18" x 24" poster; \$1.75 members, \$2.75 non-members.
MG TC Specifications: A booklet of what is and what isn't stock on the TC. A "must" for restorers; \$3.00 Members, \$5.00 non-members

TCMG MEMBERS ONLY

Club Badge: \$25 if picked up, \$30 if mailed
Club Pin: \$3 if picked up, \$5 if mailed
Club Cloth Emblem: \$4.75

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Fall season is one of the very best times to drive the TC. Being from Minnesota, where winter and rain and dreariness flavored most of the year, even the slight fall rains we are now having would be considered perfect TC driving weather growing up in Duluth.

The September meeting came off without a hitch at the Simon Automotive Museum, but unfortunately we arrived too late to get any of the free classic cars that they were giving away between 6:00:00 PM and 6:00:001 PM. For some reason, your president and first lady were indisposed, so the meeting was conducted by Oliver Hardy, (see photos) with the help of Stanley.

After a mishap with - well, the hammer Stanley had was just too small, and no one paid any attention to it and the one Ron Simon had was just too large. Stanley located the Gavel, always carried for great national emergencies - just right. So Goldilocks went to sleep, oops I mean meeting was called to order. (Term used loosely) After the meeting, we had delicious goodies and then popcorn. We learned the proper way to move a piano up the stairs with the famous Laurel and Hardy Music Box 'movin pictur'. We all laughed ourselves silly, but took careful notes. Jan and I did not get to the conclave this year, well covered elsewhere.

Now it is time to prepare the TC for winter. There are two schools of thought. The first- disassemble the motor down to every separate piece, nut, bolt, and do-bitty; clean carefully in your parts washer (if none, the dishwasher will probably do). Use the deep cycle, dry thoroughly, wrap in tissue paper, and then store each item in the proper place for easy access. The cups and bowls in the kitchen are the perfect size for many things, and other items may be safely stored under the bed, or in pots and pans. If your sweetie is unnecessarily cranky about all this, then you will have to consider the second school of thought on this project.

The second school of thought- you take apart nothing. Pressure washing the engine at the car wash- bad idea, very hard on the electrics, hoses, and car in general. Instead, use a gentler approach, maybe park the car outside, leave the bonnet up, and wait for rain to gently wash off the engine. Timing is all important. The few remaining rain drops may be dried off with a series of a few napkins, which can be saved for later use. It is really best that you do not mention to anyone that they have been used because it just tends to cause discord which should be avoided where possible. Once the car is clean and dried, it may be stored safely in the motor house for the next winter usage restricted to winter conditions of between -75 to +75 degrees F giving a flexible 150 degree range of operation suitable for most, but not all areas. Consult the owner's manual regarding any uncertainty.

That reminds me, some attention should be paid to discussing the motor house at this point in the series. Since this will be the very center of TC life, you must not stint on the details, such as a fireplace, surrounded by comfy white couches, plenty of lighting so you can see what you are doing. (Five to ten thousand watts will be sufficient) Make sure you have space for a double wide refrigerator with plenty of beer, and or wine, parsley sprigs, cheese, and a box of biscuits. Repairs go much better this way, and if they do not go so well, you will not really notice.

There should also be a large coffee table provided near the fireplace, to conveniently view the owners manual, shop manual, parts manual, various parts catalogs, the machinery's handbook, mad magazine, and any other documentation you may require. The coffee table should be close enough to the fireplace, so you can rip out any pages you find offending, irritating, excessively complex, or extraneous. Simply toss those into the fire so they will not upset you, raise your blood pressure, or interfere in your work with messy technicalities. What you don't know will not hurt you in most cases- the TC is a simple design, what could go wrong. Further discussion of the necessary features of the TC motor house will be presented in another chapter of the series; this much will suffice for now in preparing the TC for the winter.

For those who live in climates where they have no winter, never mind, ignore the above, rip out this page and throw it in the fireplace to toast a marshmallow biscuit and enjoy it with White Riesling, thin crepes and parsley. ●



Going Racing with Leo Pedersen

A Q&A with Jim Crandall

A few years ago, Leo, with the help of fellow TCMG member, Gene Roth, found an humungous cache of T-Type bits and pieces in the desert community of Ridgecrest, CA.* With this find, and a greatly expanded workspace at his new Atascadero, CA home, it didn't take Leo long to dream up two separate projects: the restoration of a show car to be offered for sale, and a highly modified speedster in which to fulfill his life-long fantasy of sports car racing. Now, four years later, half of that dream has come true.

The lovelingly restored, '53 TD pictured on this page has now been completed and resides with its proud new owner in Martha's Vineyard, MA, and the second part of this ambitious undertaking, a vintage race car, is well along the way to completion. In a recent phone conversation with



Q: First of all Leo, how could your bear to part with your beautiful show car after all that work?

A: It all happened so fast we didn't have time to think about it. Martha and I went to a dealer just to 'talk' about putting it up for sale and he said, "Why don't you just leave it and see what happens?" About a week later it was sold for our asking price.

Q: At least you had a new project ready to start. Want to tell us a bit about that?

A: We still had the makings of a race car consisting of three different TDs with some MGB pieces to spare. The body and chassis are basic '53 TDs except for a few modifications made by the former owner. The frame has the wishbones and coil springs from an MGB and Koni shocks on the rear end. I have also installed an anti-sway bar to the front end. The transmission, which is in pieces on my bench as we speak, is stock but the rear end is a rather 'tall' 4.33:1 ratio. *(Photos on opposite page.)*

Q: Will the engine be strong enough for that gear ratio? I think you said that 5.125 is standard.

A: Well let me tell you about the engine. It is a '51 block that has been bored .060 over. Also the top has been dressed to minimum clearance giving us a 9:1 or better compression ratio, and the cam has been ground for best performance. I had a flywheel specially made from aluminum with a steel clutch face which will be about nine pounds lighter than stock, and, of course, everything - rods, pistons, etc. - has been carefully balanced. The former owner provided a nice set of headers which I plan to link up with a glasspac muffler for street driving and a cutout for better breathing while racing.

The top end is really modified too. Milled head, bigger valves, polished ports, and the rocker assembly all refurbished by a



Frame set up with MGB front suspension and KONI hydraulic shocks in the rear. Rear of car is blocked 1" lower.



Leo's office/studio is confiscated for storage of newly painted bits and pieces.

specialty shop in San Francisco. Unfortunately, I had to replace the crank which didn't pass the magnaflux test, and, just to be safe, I also had a local machinist check and re-set new valve guides and seals.



Q: You mentioned 'street driving.' How do you plan to set it up for both touring and serious racing?

A: About the only compromise, besides head lights and stuff like that, is to add a second seat. The basket of spares I got with the car included only one really extreme, and really uncomfortable, racing seat with a five point seat belt. But I have decided to fit two less radical seats so that we can also use the car for day trips. I say 'day trips' because we will have no top because of a required roll bar, and also only Brooklands wind screens. Street legal to be sure, but not the best setup for longer tours.

Q: We haven't talked yet about the look of the car. What changes have you made there?

A: Like a lot of racing T Types, it will have motorcycle fenders on the front, no running boards, and slightly bobbed rear finders. But I have an idea for the gas tank that I've never seen before. I plan to install a fuel cell, not inside the bucket, but outside and under the tank which will be cut down to provide the needed space. The rear of the car will appear to be stock, but the old gas tank will be only a shell just for looks. Another idea, which I have never seen before, will be a fuel fill pipe that runs from the stock fitting on the tank down through the tank to the fuel cell.

Q: By the way. Who did the painting?

A: I did. Prep, paint and rubout (with a little help from my friends.)

Q: Well, it sounds like you're almost ready to go racing. What else do you have to do before your first outing?

A: Now, it's back to school for me. As soon as the car is together and running, I will have to sign up for the "University of VARA", probably out at Buttonwillow Raceway, to get my competition license. I will be a "Novice" at first and will have to start at the end of the pack until I have a few races under my belt without too many trips into the sage brush. I'm really not thinking any further that that right now. I just know that I've wanted to do this for a long time and that time is almost here. ●



The partially assembled race car as of September '10.



A “Dash” of Originality for the TC

by Doug Pelton

Recently I had the good fortune to study TC4931, Jan 1948. Maybe just another TC? Not so. It only has a total of 9128 miles and is a time capsule for TC originality.

As I looked over the car in awe, my eyes locked on to the dash panel. This could not be right! According to multiple publications, this TC control panel does not have the correct finish for being installed on a Rexine dash. And then, another problem. Rexine panels were not introduced until mid-TC5XXX. Something is wrong.

To help solve the conflicting facts, I contacted with the Whitworth Shop, Novelty, Ohio. (The Whitworth Shop has been restoring world class T-Series dash panels for years). According to the review of historical records of original panels received by their shop, the “urban legend” of the control panel finish changing from black to gold at the same time the dash panel changed from wood to rexine is wrong. In order to clarify, let’s review the sequence of changes to the TC dash as it transitioned from early to late.

Dash Panel: The early dash was walnut veneer and transitioned to the rexine dash between TC 4868-4926 (Feb 48). The rexine color matches the interior color.

Control Panel: Early control panels were black with white lettering. They changed to a painted gold finish with black lettering between TC6889-6909 (Oct 48). This was 8 months after the dash panel change from wood to rexine. And then there was a 3rd control panel change for the EXU. The instruments themselves were relocated on the panel. It also had the gold finish but there was no lettering, just plain.

Control Panel Fasteners: There are 6 specialty bolts that hold the control panel to the dash. They were finished black to match the black panel. When the panel changed to gold, the fastener finish also changed to gold. But wait! This was only for a very few early gold panels. Abingdon chose to revert back to the black finish for the gold panels through the end of production.

Map/30 Lights: The base plate finish always matched the control panel finish, black then gold. Also, the screw heads were always finished the same as the control panel bolts.

Dash Panel Fasteners: (Item of interest) There were different fasteners used between the wood and rexine panels. The wood dash used a #8 slotted raised (oval) head wood screw to secure the dash panel to the sub-fascia, no finish washer. The rexine dash used a larger #10 slotted raised (oval) head screw with a finish washer. This later fastener set is often seen on wood dash restorations, which is in error and can cause damage to the wood when tightened.



TC 4931 showing 9128 original miles.

findings or helps to narrow the transition windows, I would like to hear from you.

Time to dash, *Doug*

Contact: doug@fromtheframeup.com

(Note: TC4931 was recently purchased by Steve Landry, Phoenix, AZ. Thanks Steve for sharing your treasure with me and the MG community.)



Early wood w/ black control panel (Whitworth Shop)



Late rexine w/ early black control panel (TC4931)



Late rexine w/ gold control panel (TC7670 EXU)

What's Up With Steve Simmons?



As announced elsewhere in this issue, Steve will soon be taking over as the new TCMG website manager. But did you know that he also manages a personal website that has become a favorite among MG nuts, logging over 116,000 hits since its inception?

We just learned recently that Steve, in addition to being a professional cinematographer, is also a purist among website designers who prefers to create his sites from raw HTML code rather than using web authoring programs like the rest of us amateurs. Does this mean we can look forward to a bold new look for the TCMG website in 2011?



Check out Steve's full-featured website (pictured above) at www.mgnuts.com. Ed.

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6 So, TC4931 is exactly correct and truly original as stated. It was one of the very first rexine dashes and yet still sports the black finish control panel and map lights. If you find evidence that contradicts any of the above

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TC MOTORING
GUILD



ABINGDON
ROUGH RIDERS

Our 54th Annual Conclave

Photos by Jim Crandall, Ron Simon & Steve Simmons



After a blistering hot run across the San Joaquin Valley, the temperature cooled as we reached Fish Camp, CA where thunder showers were predicted. But that didn't dampen spirits of hardy TCers at the parties and banquet at the cozy, Narrow Gauge Inn. Gravelly road construction in the Park deterred most TCers from touring Yosemite Valley, the highlight of past Sierra events, but touring of a different sort filled the gap nicely. (See Page 10)



Members from the TCMG and the ARR went their separate ways on Saturday enjoying side trips to Mariposa Grove for hiking, Bass Lake for lunch, and nearby Oakhurst for shopping. There were 15 TCs (and only three "moderns") with 37 attendees making this one of the most "TC intensive" showings in the event's long history. Thanks again to Allan and Linda Chalmers, long-time members of both Clubs, for organizing Conclave 54. *Jim Crandall*



Narrow Gauge Touring

Photos by Ron Simon, Jim Crandall, Martha Pedersen & Steve Simmons



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Movie Night at the Simon Auto Museum

Photos by David Edgar



Don Mc Lish and Steve Simmons get into the spirit of old movie night featuring the films of Laurel & Hardy. Behind the shots of President Don, Secretary David and the seated TCMG members can be seen some of the classic cars in the fine Simon collection which also includes movie props, auto memorabilia and avionic items. Thanks again to Ron and David Simon for hosting this annual event. ●



upcomingEVENTS

ANNUAL MEETING & HOLIDAY PARTY

Our Annual Meeting and Holiday Party is coming up **December 12, 2010**. Your new board of officers will be introduced and the Earl Sargent and Frank Mason award winners will be announced.

Make your room reservations by calling the hotel at 714-891-0123 or Toll Free: 877-891-0123. Send dinner reservations with payment by December 6th to Joyce Edgar, 1454 Chase Terrace, El Cajon, CA 92020. Make checks payable to TCMG.

Entree Choices: Chicken @ \$20, Prime Rib @ \$20, Salmon @ \$20, Veggies with Pasta @ \$15. Be sure and include your names, choices and the amount sent.

This is a great opportunity to get together for a meal, enjoy our MG-related auction and also support a charitable organization with our Toy Drive. (See next page for toy auction details.)



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BITS AND PIECES OF TCMG NEWS

More about the Holiday Auction



The Toy Drive will support the Foster Children's Resource Center in Los Angeles. Our own TCMGr Esther Belland has been volunteering with this organization for 20 years. They have a real need for toys for children of all ages. These all go to kids whose family situations have fallen apart for many reasons and the kids are uprooted and placed with foster families.

They say that board games and baby/toddler items are always needed and made some other suggestions for us to bring: stacking rings, musical toys, games or toys that teach shapes, Monopoly, Operation, Connect Four, Battleship, Sorry and Twister are all popular choices. Bionacles, Legos, action figures or build something games are great for the boys. Dolls are always great. They had a large donation of books and stuffed animals last year, so say they DO NOT need any more of them this year. For members not attending the Holiday Party and wish to contribute to this worthy cause, cash donations are always acceptable.

You can find out more information at:
<http://www.assistanceleague.net/foster-children.php>

For Sale by Members

Detailed info on each car at:
<http://www.tcmotoringguild.org/classifieds.htm>



1949 TC 9163 XPAG 9984
\$28,000

All original except seats and top.
Contact: Dennis Johnson
559-994-1879
dock46@yahoo.com



1949 TC 7418 XPAG 8125
\$27,000

Exceptionally clean.
Contact: Bob Smith
909-585-3398
oscars1933@gmail.com



1959 Morris Traveller
\$7900 OBO

1200cc Toyota motor, 4 speed trans,, good cloth interior.
Contact: Ron Simon
818-708-2033
simon90248@yahoo.com



WELCOME TO OUR NEW WEBMASTER!

Steve Simmons has stepped up to take on the challenging and rewarding job of TCMG web mechanic. I hope contributors will give him the same cooperation that they have given me over the past six years.

Jim Crandall



**37th ANNUAL
VINTAGE MG CLUB OF
SOUTHERN CALIFORNIA
MG PARTS EXCHANGE**



Sunday, November 21, 2010. 7 a.m. to 1 p.m.

Largest U.S. All MG Parts Exchange

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2600 E. Nutwood Ave., Fullerton, CA
(739 C6) (across the street from CSU - Fullerton)**

General Admission: \$5 Vendors: \$20 + \$10 each additional space.
For more information call: John Seim 949-786-55697



Citibank Community Room
2350 Honolulu Avenue
Montrose, CA
(Enter at rear of bank
downstairs.)

Tuesday, October 26th ***SPECIAL HALLOWEEN MEETING***

Warm up your brooms! It's time again for the annual Halloween Potluck. There will be a costume contest as well as a table centerpiece contest. Bobbie Simon will be getting the lasagna so needs RSVPs to know how much to get. Also, everyone should tell her what side dish, desert or beverage they want to bring to share. Paper plates and plasticware will be provided. Dinner starts at 7 PM and meeting at 8 PM.

***RSVP to Bobbie
by Oct 18th!***

simonbobbie@yahoo.com
or 818-708-2033



MIDGET CHASSIS / CLASSIC CHASSIS

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