



# TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

**October 2010**



## California Accessorized TC

What could make a TC more California than a rack with surfboard? This is Don McLish's creation which was accomplished with absolutely no modification to the TC. He used the rear curtain slot and hold down plus the upper windscreen posts and wingnuts to mount the rack. Hood can go up or down with rack in place. And once removed, there is no trace that it ever was there.

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## The MIDGET CHASSIS October 2010

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What a great event the guild had to end the summer. First we had a wonderful light breakfast at the Crandall's in Malibu for a little seaside flip out. We had 9 TCs show up for the event, followed by a wonderful tour up the canyons to Woodland Hills for a Gourmet Chicago Hot Dog feast at the Einhorn's.

Now while we are at it, let's talk about and deal with assembled perfectly running motoring TCs.

(Disclaimer - definition may vary according to owner, passenger, legal implication, Export and Home model variances, limitations, Federal, State and Local compliances, wind speed in China, and any other legal matter

not specifically hereby set forth, mentioned or not mentioned but remain fully applicable forthwith as determined by the TC Motoring Guild legal team - condensed here due to space compliance and restrictions yet remain fully in effect. Concerned readers should consult with the TC Motoring Guild Legal team.) Others who really don't care... never mind. Don't you just hate legal disclaimers? I know I do.

Anyway for such TC's you will note that even on high events certain etiquette must be preserved.

Don, listen just tear up the road and no worries. Besides, what da heck ya talking about Don, not had enough pills again today? Well see here it is. In spite of great demand and desire to do so, opening your home's sliding glass doors, or double entry way, and driving the TC in at meal time and park it on the white carpet for your dining viewing pleasure has complications. It is very hard on the car. White carpet tends to leave thousands of fibers of fine white lint which are picked up and

**.. certain  
etiquette  
must be  
preserved**

go deeply into the tire tread grooves, and because of the rubber - fiber static electricity bond- a secure long lasting white lint tire coating results which is almost

impossible to remove. They are practically impossible for the butler to remove from the tire treads after dinner. Even the best butlers will require hours, days possibly months to remove said white fiber from the tread grooves even using the tire delinting tweezers part # 1L, depending on the vigor with which the TC was driven into the dining area with. So the temptation to drive the TC into the house, and park on your white carpet, even for the finest dinner

(continued on pg. 10)



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**Tuesday,  
Sept 28<sup>th</sup>**

**7:00 PM**

Note time  
and  
location  
change

## Movie Night at the Simon Museum

For our September meeting we move from our traditional Montrose meeting location and visit the Simon Auto Museum. The private collection consists of classic cars, movie props, auto memorabilia, avionic items and much more and are yours to view. Arrive early to kick tyres. After our business part of the meeting we will view a couple of Laurel & Hardy short comedies. Thank you Ron & David Simon for hosting.



You never know who will show up. Thanks Allan for the photo and Jim for the captions.

*Note change of  
time and location*

15700 S. Broadway Street  
Gardena, California 90248

Thomas Guide P734 -C5  
Museum is behind  
Coast Appliance  
(look for sign on fence  
"Cornwell & Sheridan  
Classic Cars")

Take I-110 to Redondo  
Beach Blvd  
Go east on Redondo  
South on S. Broadway  
Coast Appliance is on corner  
of 157th & Broadway.

Enter driveway from  
S. Broadway and  
park in gated area.



Now you be the judge of if Steve resembles Stan in his early years? Thanks to Doug Pulver for noticing.

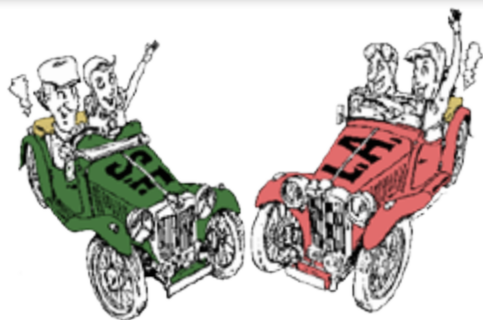
## 2010 TCMG/ARR Conclave



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

The time is near. Get your TC's prepped and ready. If for some reason you have not made your reservations yet or you are a last minute add on, contact Allan or Linda to see if that can be accomodated.

Allan  
allanchalmers@yahoo.com  
Linda  
lichalmers@yahoo.com  
phone  
415-566-9796



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## TCMG Annual Meeting & Holiday Party

Sunday, Dec. 12  
6:00 pm

SAVE THE DATE!

Hotel Huntington Beach  
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714-891-0123 877-891-0123  
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Bring something  
to auction and  
toys for needy  
children

Send dinner reservations with  
payment in by December 6, 2010

### Entree Choice

- \_\_\_ Chicken @ \$20
- \_\_\_ Prime Rib @ \$20
- \_\_\_ Salmon @ \$20
- \_\_\_ Veggie w/pasta  
side @ \$15

Names: \_\_\_\_\_

Amount sent \$ \_\_\_\_\_

Make check payable to:  
TCMG

Mail to:  
TCMG Treasurer  
Joyce Edgar  
1454 Chase Terrace  
El Cajon, CA 92020

## 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@yahoo.com

or

David Edgar  
djedgar@pacbell.net

Thanks Jim for such  
an excellent website that  
has continued to improve  
and excel over the years.





## TCMG takes a Mulholland Drive

What a lovely day for a tour. Perfect weather, great food, fabulous company and of course our fun TCs.



The day started out at the Crandall's home with enough food to satisfy needs until our lunch at the Einhorn's.



Jim gives out the standard spiel that the directions are fool proof but a few of our fools proved him wrong. Actually the directions were very good.



Photos by Steve Simmons and David Edgar



The TCs are lining up on the Crandall's street getting ready to take off.

The nine TCs carried 18 riders with another nine people in other iron. Wonderful turnout.



The great turnout of NINE TCs was great and we actually had all the original colors represented. This was our mid point rest stop and photo op.

Joyce plays traffic cop to help get the maximum TCs up on the Einhorn's driveway.



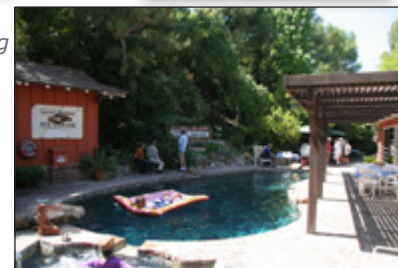
Larry uses his genuine Chicago hotdog vendor cart to serve the hungry band of TCMGers.



Here is a tasty example of the four to a pound dogs Larry specially purchased for this function.

Behind the scenes was Kay and daughter prepping and supplying the cart with genuine Vienna beef hotdogs and Chicago style buns.

**Thank You's** to Jim & Norma as well as Larry & Kay for wonderful hospitality and splendid tour. Your efforts were most appreciated.



And the Einhorn pool and home (museum) kept everyone entertained when not eating.



## McLish's Motorhouse Ramblings (cont'd)

arrangements should be resisted where possible. However, if you can not resist from doing this, and say you restrict the activity to once daily at dinner only, and you install black carpet in the dining area, this may be acceptable because the black lint which will stick to the tire treads in a similar fashion will not detract significantly from any later concourse display you may have in mind, and may be left in place until a loss of traction is noticed after a series of such high dinners. For this reason, even for the finest homes with the finest butlers, you will notice that on TC Motoring Guild events, the 9 TC's remained outside of the homes for the event in most cases.

OK Don, that summarized, what is the deal now with YOUR TC surfboard rack? What is that all about? Modified for fun? No, not really, TC's are dripping with fun and other things at all times. But the surfboard rack, is that really necessary? Why yes, if you are single you might get by without one, but if you are married, you can't be putting the surfboard in the passenger's side and expect sweetie to hold it for you as you 'tear up the road' now, can you? I thought not. So in such case like when visiting Malibu on events like



we had recently, you must have the TC surfboard rack which mounts in the rear side curtain holes, and rear side curtain nut, and under windshield holding nuts so no drilling or modifications to the TC are necessary. The surfboard rack can be used top up or top down, side curtains on or off.

People have put on fancy Bus turn signals, picnic basket luggage racks, high style, or low mount style, and all manor of extra stuff for the lights and the engine... so well in my case the TC must always be ocean ready just in case you cruise the beach. It was great to see so many TC's on this event. It is a recent record of the most TC'S ever on a recent event. (See our photos in the tour report.)

Finally our September meeting will not be at the bank. The bank is using our room for storage the week before Oktoberfest Celebration in Montrose which they are helping sponsor with the Chamber of Commerce. So our September meeting will be at the Simon's automotive museum for our annual movie night. (See specific directions/details on page 5)

Enjoy the photos. Happy lint free motoring!

*Don McLish*

**GoF West 2011  
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Save the Date**

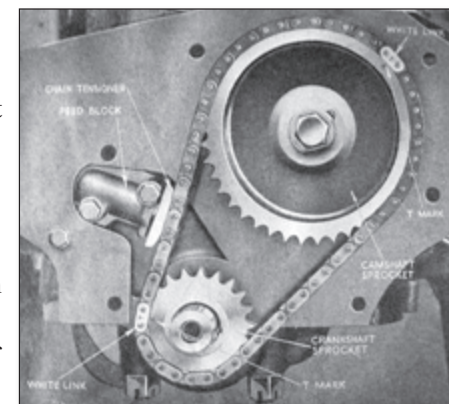


## Questionable TC Parts - Do Not Assume

Our usual tech writer, Doug Pelton, is busy this month (actually he is busy every month) expanding his business into new facilities. We wish him the best of luck on that endeavor. Meanwhile I thought I would fill in and chose the topic of questionable replacement parts for our TCs. Please note that I am NOT talking about items Doug sells, because as a former airline pilot, he takes pride in being accurate in the little details.

Now what if a replacement D lamp is off by a millimeter? No big deal probably. But what if a critical internal engine part had bad machining? I dare say most of us probably pull the new part out of the packaging and admire the unworn part against our old thrashed unit. And then we bolt it in and say, "Guess I won't have to worry about that for awhile."

In questioning an XPAG mechanic, he commented about how a TC engine he worked on was fairly sluggish (more sluggish than a normal TC). Not at all pleasant to drive. Someone else had built the engine and many new parts were in there. After dismantling the engine he discovered through degreasing the engine (doing precise measuring of the timing between pistons, crank, camshaft and even the timing notch on the front pulley) that something was amiss. At first he suspected the

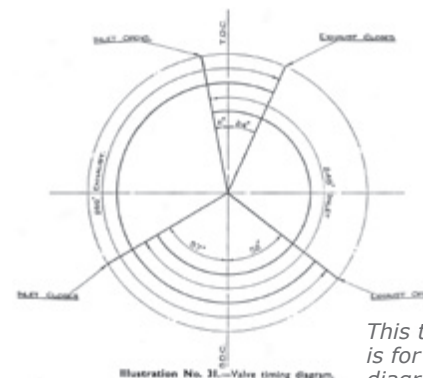


timing chain was off a tooth but that checked out correct. Chain was new and not stretched. Sprockets were well profiled. What he finally discovered was either the new cam sprocket keyway was machined in the wrong spot or the keyway in the new cam was off a tad. This resulted in the cam timing to be off by a few degrees. His fix was to get an offset key to adjust for the machining error and upon rebuilding, the TC now had more pep.

You and even suppliers just never know what parts manufacturers do sometimes. Their machines may get out of tolerance, they may not have the correct drawings or could just be sloppy work. I have even heard reports of machining methods changing during production. So you never can be sure.

The moral of the story is to maybe spend a few dollars more and get your engine degreed when it is rebuilt. You can even have it degreed with engine in the car but it is more difficult. Not sure of the actual cost of this is but I am sure it is less expensive than having to tear down your engine a second time to fix an error.

*David Edgar*



*This timing diagram from the TC Instruction Manual is for a stock cam. You would need a similar diagram for the particular cam you have.*

## August Meeting Report

Minutes of the August meeting will be read at the next meeting. Our program for the evening was Bring Your Other Vehicle and we had a few interesting items that were brought.

Bill Risser brought a very nice looking Porsche 356 Super 90. An interesting story on it is that it was pretty rough when he bought it. He stored it here in California while he went back to his second home in Iowa for an extended stay many years ago. When he returned to California he found that the Porsche had been stolen and he then reported it. Low and behold after some time the detectives were able to find it and called him to come get pick it up. The fellow that had it had bought it from someone (not knowing it was stolen) and had just completed a total restoration on it. The detectives told Bill to get in and drive it away. The other fellow was not too pleased to say the least.



Gene's other vehicle (or the one he brought anyway) is his 1938 MG SA. He proudly described all the elegant niceties the car has and how much of it was totally original.



David & Joyce brought a fancy double stroller. No they do not have little ones of their own to move around, but they do borrow this when baby-sitting the grand kids.



Ron Wong displayed his recumbent trike. He reclines as he pedals and can maintain a very brisk clip. The three wheels make it for being very steady. So comfort, speed and sleekness make for a very nice ride indeed. He uses a flag to help cars see him better since he is so low. By the way if this intrigues you go on the web to: [www.catrike.com](http://www.catrike.com) to see the manufacturer or you can Google "recumbent trike" to find other similar types of designs. They are not cheap so save your pennies.

## Speaking of Other Vehicles

We featured Bob Koons' Updraught Special (TC 9004) in our March issue earlier this year. But he is working on a second racer (TC 7514EXU) which he is preparing for the 2011 Monterey Historical Race. This TC had raced in the very first Pebble Beach Road Race back in



TC 9004 Updraught Special

November of 1950. Seems the engine was destroyed in that race and the car was put into storage shortly after the race. It had been tucked away there until Bob bought it. He reports on its progress:

The Monterey car is coming along. It's completely dismantled. The bodywork is at the painters, the engine is being assembled and should be dynoed within the next month. All of the necessary parts have been bought, chroming done, dash is done, tires and wheels are ready, etc. The hold up at this point is the chassis. It is at the fabricator's now, and he is beginning work this week. I expect it'll take a month or so to complete. Then if all goes according to plan, we should be ready to reassemble the car. I don't have a lot of pictures now, but I'll take many photos as the various pieces are finished and start to go back together.

(We look forward to those photos Bob.)



## 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. Won Best Foreign at 2010 Big Bear show.

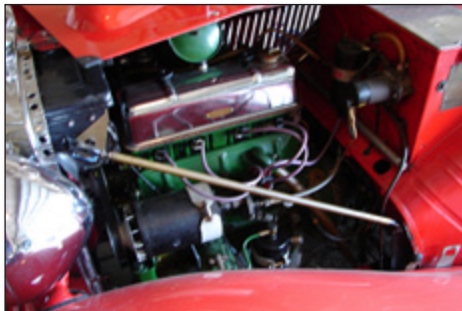


1949 TC 7418 XPAG 8125  
Bob Smith 909-585-3398  
oscar1933@gmail.com  
Big Bear City, California

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 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

\$26,000.00

More details and photos available on our TCMG web page.

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