



TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

September 2010



Three TCs behind our meeting room in Montrose. How many of you can recall that happening in recent history? The good weather helped and the traffic was not bad either. Can you identify the owners of the three TCs? For more on our July meeting see page 12-13. And we finally got some photos of the Cherry Picking Tour thanks to Steve Simmons. See page 6 for more shots.



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The MIDGET CHASSIS September 2010

Published in
Southern California by the
TC Motoring Guild
PO Box Number 3452
Van Nuys, CA 91407

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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Due to some very serious recent life threatening health issues, Jan and I were not able to attend GOF this year. I am doing OK now, but I am under new strong medications for my heart that really have my number, so it has been rest and hibernation while I recuperate. I am leaving my usual summary of events to others, well covered elsewhere in this issue by those who were there with clear minds, and will just jump into continuing the TC restoration story previously sketched out when this series was started.

Last time, during our TC's long restoration process I was so picky about everything, the process took years! Some of our very good TC friends were no longer with us, and I did not care so much anymore about being such a perfectionist. I just wanted the TC together, and to drive it and nothing else really mattered. Our lives had gotten busy, and the time the TC required was not spent. The result - we were missing too many activities with the Guild as we went on all kinds of fun events with my transportation relegated to other cars.

The TF on events was a little too close so I took the Mustang. I

did take the TF on an event to the bay area with the surf board and my custom designed T-Series surf board rack that worked top up or top down, with or without side curtains, camped in a small tent at the beach and had a great time. I then rode with Art Ellis in Silverheels his beautiful blue TC and we did the official Conclave events. Anyway, back to the TC story, it was dealing with many hard issues. The hood sides were not in good condition as I mentioned. As nice as they were

*and did
I mention
reasonable
price?*

painted, heavy metal had been welded on the inside of the hood left side panel. The cuts needed for the new frame were different, and I wound up

pondering options to resolve.

Assembly continued, and a new major unforeseen glitch arose. In those days, these cars were hand fit. The hoods were cut at the factory to fit the particular tub on a particular frame exactly for each individual car. You swap out the frame, and everything can be off, especially if the body has been damaged and repaired on a bent frame as mine had been. I would go out to the garage, sit and plan and stare and ponder- what am I

(continued on pg. 10)

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8:00 PM

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Do you have another old car, or maybe a fancy new one? Well bring it over to show it off. TCs are our favorite cars but we enjoy other interesting cars as well so bring it over. Heck we would enjoy seeing anything with wheels, bikes, skates, or even a fancy wheelbarrow.

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.

Central Coast British Car Festival

by Larry Long



A couple of weekends ago, I took my J2 to the Oxnard harbor for the annual Central Coast British Car Club festival and show. That was a marvelous event, with around 150 British cars, most of which were really first class. I was placed in the T-series and earlier MG class and won first place over several other MGs, none of which were as old as the J2. People really love these little cars! In fact, the folks got to vote for the car that would best represent the annual Scottish Highland Games that are held in Ventura, and I won!! This was the Coveted Tartan Surfboard Award, and I get to take my car to the games, and have it displayed in a prominent place with the surfboard stuck in the passenger compartment! What a thrill this was!! The bagpipers marched all the way up the parking lot to have this award presented. The J2 will be featured on their posters and other advertising materials.

Cherry Pickin' Tour



The ever popular cherry picking tour brought out four TCs and some familiar faces. TCs ferried Gene & Brian Wescott, Gene & Karen Olson, Joe Douglass and friend plus Steve & Linda Simmons. Also on the run in other iron was Ron & Bobbie Simon, Don & Jeanette McLish, David & Susie Coleman, Stan & Anita Roman and Mike & Sharon Goodman.



A jolly good time was had by all and what do you do after picking (and sampling) the cherries? Well go out to eat of course and to which they did.

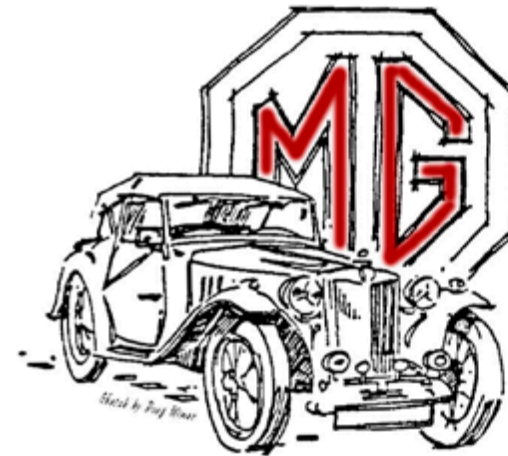
Photos by Steve Simmons



If Gene reaches up any higher he will get some of those baked goods that Linda Simmons passed out with all the ladies admiring the artful packaging.



Thanks to Steve for the photos and to Linda for the great baked goods.

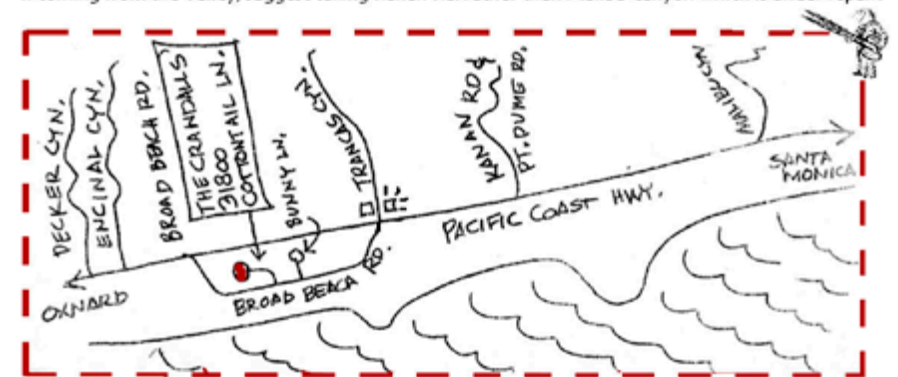


TCMG takes a
Mulholland Drive
Saturday, August 28th

- Meet at the Crandalls' house in Malibu at 9:30 AM for a light breakfast
- Caravan over the ridges & through the canyons of the Santa Monica Mts.
- Lunch beside the Einhorn's pool in Woodland Hills. Delicious Chicago hot dogs with all the trimmings.
- Have a refreshing swim in the pool or a relaxing soak in the hot tub.
- **RSVP** to Larry Einhorn at: <goodeats@usa.net> or (818)883-9999.

Map to the Crandalls' below.

If coming from the Valley, suggest taking Kanan Rd. rather than Malibu Canyon which is under repair.



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Solving a Gearbox Oil Leak

Speedo Pinion Housing Leaks

During the course of the 4 year restoration of TC 7670, there was great care taken to eliminate any of the problematic oil leaks common to the TC. So, it was devastating to find oil on the garage floor shortly after the “rebirth” of the car. Now, where was the oil coming from? Rear axles, differential, engine, brakes, where....? What, the speedo cable! How can this be?



Although this particular leak does not get the same widespread attention as the other common oil leaks, it remains one of the most persistent. And, it not just isolated to the TB/TC. It is also common to the TD & TF gearboxes as well. This is because of the common design between each of these gear boxes. But, why does it leak?

The problem lies within the speedo housing. The housing was machined to a close tolerance to accept the speedo pinion shaft and retard any leakage. In order to preclude any further leakage, the housing was also machined with a reverse scroll inside to draw the oil back into the gearbox as the shaft turned. The speedo pinion housing was also made of brass. Because of this, it is softer than the steel pinion shaft and has a tendency to wear quicker. The “reverse scroll” was a common engineering method for our cars and was used in other applications for the same purpose. Examples include the rear axle shaft oil return bushings or the reverse scrolls in the differential pinion cap. As we have now discovered, after 60 years, all of these housings / bushings have worn and the result is continuous “weepage”. So can the speedo pinion housing be replaced?



identified by having 13 teeth and are normally stamped “T” on the end of the gears. So check to make sure the gearing is correct for your car. But if the replacement housing still leaks what is left?

You may get lucky, but the housing is not a readily available replacement item. You might be able to salvage a better used housing from another model car as the housing itself is the same for all models. However, the pinion gears are different. The TC/TB pinion gear is distinguishable by having 9 teeth and is stamped “AA” on the end. The TD/TF pinion gear can be

8 After months of different attempts to solving this problem, a permanent solution has been found, which is to modify an original pinion housing core



to accept a modern O-ring, deep inside the housing core. These modified housings are now available from FTFU on an exchange basis to help those that are experiencing this habitual problem. This converted housing will work for the TB/TC/TD&TF. Installation is simply to remove the cable end cap and then the 2 retainer screws and reverse install the new housing with a little sealant around the flange. So there is finally a solution and the days of the dripping speedo cable should now be over.

As always, comments are welcome. Doug@FromTheFrameUp.com

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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.

McLish's Motorhouse Ramblings (cont'd)

going to do about all this. The planned body restoration was going to be a quick easy nice repaint, but that was it. Now a gigantic major body rework was going to be required. How many more hours or years of work was that going to take. New hoods are not available, and the body although having a very nice paint job, had been straightened to fit the original frame which was bent... but not so much the new straight frame.

Around this time, came a blessing, a kindness from above, answered prayer to resolve these technical things that seemed insurmountable. A small 3 by 5 card add came up on Mike's bulletin board at his shop in the West Valley. It was an older restoration that Mike and Al had done commissioned by Dentist Dr. Mike Ramos back at their shop on Venice before Al moved up to Goleta. I went to see the car. It fit Cedric perfectly, was missing some key goodies which I had, and it was very reasonable.

Sometimes it is better to simply purchase assembled expertise, and let someone else take the loss then it is to try to do all the heroics yourself. It was painted beautiful black Nitrocellulose Lacquer with biscuit interior, done by Joe Namnam- very nice. Everything had been chromed which fit the Cedric perfectly. It had all the parts I was struggling with, properly done by Mike and Al and did I mention reasonable price?

Long story short, some serious horse trading was done involving more than one party. After various complex negotiations, the end result - I kept my good parts, swapped out 2 TC frames,

early modified TD engine with old crank, misfitting bucket, and my TF 1500 and got the restoration. I swapped in Cedric's parts that I had done and accumulated over the years, preserving Cedric's integrity, the tripod headlights, my rare Brooklyn steering wheel, and all of my very rare new stock TC parts, original under dash cover, original blanket bar, gold bus turn signals, Lucas Leystahl head, and all of my rare racing TC parts that it took me a lifetime to locate such as the Sherrock blower, the coffin valve covers and side panels, dual extractor exhausts, clear distributor cover, clear fuel pump cover, custom racing MG manifold Dual Carter single barrel setup with glass bowls, etc.

An easy couple of months completed the assembly- the best things going into the new Cedric and at last Jan and I had our beautiful very nice running TC, with a good original pure TC block, redone properly when original parts were available by Mike and Al, matching numbers, and we started living our dream at last, taking Cedric to meetings and all the various Guild events we could. Life was good. It has been on the road since. I vowed to never again, take the TC way apart. Life is short and you need to drive your TC and get all you can out of it. I especially see that now with what has happened to me recently.

My hard learned advice to the Guild from all this - don't have your car apart for so long, you miss too much out of life. That said, Happy TC Motoring, Peace and blessings, see you on the road.

Don McLish

2010 TCMG/ARR Conclave



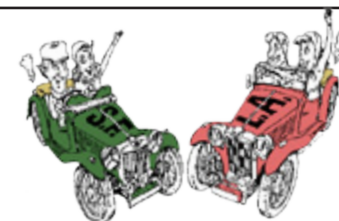
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room requests on a first come basis and might have to adjust room assignments and rates based on availability, so act with some haste!

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and Wheat Bread, Butter and Oliveri Sauce Choice
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DESSERT: Cheesecake with Raspberry
topping

July Meeting Report



Before we go into the meeting details, we should state that for the first time in recent history, there were three TCs at the meeting place in Montrose. Well it started out that way at least. Gene Olson promptly removed a front wheel off his TC (to use as a game prop) which left 2 and 97/100ths TC out front.



Here we have Gene glue gunning the TC Wheel of Misfortune together for the game.



David Coleman reads over the minutes of the last meeting (which we all had a hard time recalling due to age) and of which we probably all forgot again 5 minutes after they were read.



Our members and guests gather to solve the world's woes before the meeting started. Alas the world troubles are still here. If we had half a mind - oh, maybe that is our problem.



Gene lays out the rules (which we pretty much ignored) and started asking the questions (to which we all argued and cheated to get the correct answers).



Larry moves the "Guys" TC ahead of the "Ladies" TC as markers on how well we were doing. The ladies won by a decent margin to end the game. They must have cheated more.



Ernie gives the wheel a spin to see what his fate would be.

British Extravaganza at Buttonwillow



Photos by Steve Simmons



Pete Thelander and Ernie Page participated in the VARA's annual British Extravaganza at Buttonwillow Raceway Park, May 1-2. Pete had some mechanical problems with the NE and had to retire it partway through one of the first races. Ernie has acquired an MG L-type (1933?) and was able to race about. Also at the races was Steve Simmons with his MGC GTS and Gene Roth who came in his TC.

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.



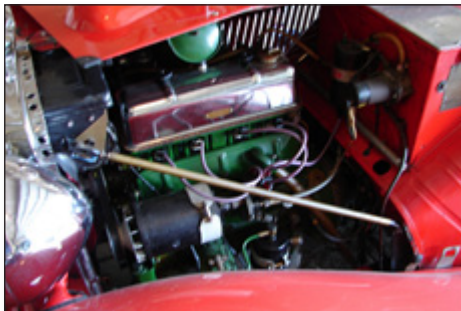
1949 TC 7418 XPAG 8125
Bob Smith 909-585-3398
oscars1933@gmail.com
Big Bear City, California

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
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More details and photos available on our TCMG web page.

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