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



First Class Mail



**April 2011** 



Nothing significant about this photo other than I like it. Taken at the last GoF and do not recall whose TC it is.





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#### The MIDGET CHASSIS April 2011

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# President's Message

nother month into the new year and so far we're seeing above average activity at our meetings and events. Whatever the reason for this latest wave of interest, I'm glad to see it! Gene has been planning some really great events involving a nice mix of driving, socializing,

and of course eating! The guest speaker at our last meeting was most interesting and seemed to impress everyone with his intimate knowledge of all the obscure, early British cars he and his father

have owned. I'll never forget the stories he told of his father's pride in his cars, even when the bumpers were held on with bailing wire.

This month's meeting will offer something a bit different but no less interesting. A well-known master model builder will be

there for a show and tell with examples of his work, and a talk about what it takes to make such realistic and detailed models. If you've ever fancied a try at model building then you won't want to miss this!

> And speaking of not missing things, remember our March event to the Railfest in Fillmore on the 26th. This should be a lot of fun, with numerous examples of trains from the 20's through 50's, and rumor has it

there will be a running steam locomotive coming through. The drive to Fillmore is as beautiful as the weather we're having, so be sure to mark your calendar and come join the fun!

Steve Simmons

#### 2011 TCMG Dues and Directory

... pride

in his cars,

even when the

bumpers were

held on with

bailing wire.

The 2011 TCMG Directory should be out by this time next month. Just waiting for a few last minute stragglers on 2011 dues and they have until March 22 to be included in the new directory. At this time we have 100 renewals so that is nice.





TCMG Meeting held at:
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.





Are you coming to the meeting and have extra room in your car? Contact a fellow TCMG member (or even your neighbor) and carpool.

# Tuesday, March 22<sup>nd</sup>

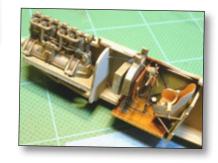
8:00 PM

### Roger Fabrocini: Master Model Builder

Our guest speaker for March is Roger Fabrocini, a master model builder whose works are well known within the modeling community. Roger will show examples of his work and describe what is involved in building his models. For the more adventurous, he will also offer advice on building models of your own.



Here are a couple P-51 planes Roger built as well as a Fokker. Interior detail of Fokker is shown below.



# SAITA CLARA RIVER VALLEY RAILROAD HISTORICAL SOCIETY RAILFEST 2011

# All aboard! Lets go see the trains

### Saturday, March 26 Railfest 2011 In Fillmore



For more information on Railfest www.scrvrhs.com/



#### Bring Your TC for Extra Credit

Leave 10 AM from Country Deli 9901 Topanga Canyon Blvd, Chatsworth, CA 91311, corner of Topanga Canyon Boulevard and Lassen Street.

(Arrive at 9 to eat breakfast there). We will go over Box Canyon to Simi and Moorpark, then over Grimes canyon to Fillmore. Steam Train rides available, antiques, model trains.

For TCMG info contact Gene Olson olson\_g@msn.com or 805-522-8052

#### TC Motoring Guild going on 57 years



The TC Motoring Guild was incorporated on July 22, 1955 however members had been gathering for some time before that. 57 years of TC companionship is a true blessing. May it continue for many more years.

#### **Beautiful TC For Sale**



1948 TC 7079 XPAG 7988 Red/Tan

NEEDS A
NEW HOME

Car was totally restored in 2000 by Martin Vheem and in very, very nice condition. Other photos may be seen at: gallery.me.com/cborgardt#100046

Car is located in Livermore, CA and asking \$35,000.

Contact Carol Borgardt at 925-606-1462 (home) or 925-963-5679 (cell), or frankncarol@sbcglobal.net

#### The Love Affair Continues

by Phil May

In 1957 I started to build a Crosley special sports car while attending college in West Virginia. I worked on the car on holidays and summers when I was home in New Jersey. No money for a TC then.

As many of you may know, the little Crosley was quite a bit ahead of its time. Disc brakes all around, single overhead cam engine. I started with a station wagon and threw the body away. My car had the cast iron engine rather than the so-called "Cobra" (copper-brazed) engine made of sheet steel brazed together.

A good shade-tree mechanic in town lowered the chassis in its center section. He also fabricated a gearshift extension using a ball joint welded to the torque tube. He lowered the steering column. I got two bucket seats from a Fiat Topolino in a nearby junkyard. On two occasions I drove just the chassis up and down our street.

I planned to either make a fiberglass body or buy one called "Jabro". (Within the past year I sold, on eBay, the original Jabro brochure and price list I had sent away for way back then.) I wrote a letter then to John Bond, owner and publisher of ROAD & TRACK asking for information about fiberglass body construction. In my letter I mentioned I was building this special in lieu of getting my dream car, an MG TC.

He was kind enough to write back recommending a book I still



have on fiberglass construction. In the letter he mentioned the seminal book for TC lovers: Don Staford's THE RED CAR. Naturally, I found a copy of that book as well. It was an aphrodisiac to my TC lust.

In June of 1959 my folks moved to Torrance, California. I followed them west and transferred to San Jose State College. I sold the still un-bodied Crosley special to the mechanic who had done the work on it.



On Feb. 8, 1961 (I have the receipt!) I stopped down at Dick Rydel's Auto-Sport on Pacific Coast Highway in

Redondo Beach. I would go in there every so often to buy back issues of ROAD & TRACK that I didn't have. He had stacks of old sports car magazines on a rack.

That day I bought a Revell plastic model kit of an MG TD. No TC model was out as far as I knew. As I paid Dick for it I said that until I could afford a TC, I'd have to build MG models.

"One of my mechanics in the shop has a TC basket-case for sale," Dick said.

With my heart thumping, he led me back to meet Jack Lyon. Indeed, Jack had a TC. It had been converted to a Ford V8-60 engine for racing years before. He didn't have the original XPAG. I bought the car that day by cashing in a \$100 life insurance policy my folks had bought for me when I was an infant. And I borrowed \$50 from Betsy, my future fiancée. I paid \$150 for the pieces.

Torrance. We towed the chassis home with the body barely tied to it. Almost all of it was there in bits and pieces and boxes. I told Jack I'd get the V8 later, even though I had no plans to use it in the car. Then it was back to school. (to be continued...)

Phil May will be treating us to a series of stories about him and his TCs. In reading this, it brought back some of my early TC memories as I am sure happened to you. We invite you to share your stories as well. Send your stories to David Edgar. djedgar@pacbell.net

I still have the original pink slip for that car and note the engine number. No XPAG indication, because of the V8-60. I guess. Does anyone know what that engine number designation means? Interestingly, it appears Jack bought the car in 1958. I have registration stubs going to 1960. Yet I think that car had been apart for a long time. I don't think Jack every raced it, although he did race a TD along with his partner, Nancy Widgren.

Everything but the V8 and the radiator modified for the V8 was loaded up and brought home to my folks' house in

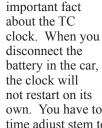
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#### TC Timely Survey

#### & Reminder

How many times have you heard, "the clock does not work in my TC". Even Mike Sherrell commented in his book, TC's Forever, that the TC clock is noted for its "legendary performance, it hardly ever works". And then there is the comic rebuttal that the TC clock is always correct, but only twice a day. I have to wonder, is this fact, or fiction, or a misunderstanding of how the clock works.

A recent conversation with Craig Seabrook, Whitworth Shop, Ohio (Craig restores TC dash panels and instruments), reminded me of an



own. You have to pull the time adjust stem to restart the clock. It's that simple. And many owners have a battery disconnect feature to preserve the battery during periods of non-use. So it does not restart when the battery is reconnected.

So, I wonder if many of those

inoperative clocks will actually work if the owner re-engages the time piece with a pull and adjust of the clock hands. If you try it, please report it to me and I will provide a summary report in next month's edition.

Thanks for taking the time to try it and help.



doug@fromtheframeup.com





#### TC Cold Weather Ops

More Originality (Of Sorts)

Here is a second article from Doug



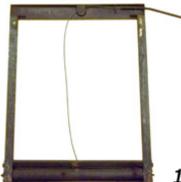
As we begin to progress beyond the harsh cold winter months it only seems fitting that we reflect upon the lessons learned from those intent upon driving their Little British Cars (LBC) year round. However, the reality is that today the TC is not often a daily driver in cold weather. So we may have to go back a few generations to see how they did it. What was the cutting edge technology to operate the LBC in the cold?

In extreme cold it would be helpful to allow the motor to warm on its own before the cold water circulated from the radiator. Hence the thermostat was born. However, in extreme cold why not block the cold air from racing through the radiator in order to help accomplish the same goal and accelerate the warming of the car? Apparently this seemed like a great idea as there was an aftermarket "curtain" designed to block the air flow through the TC radiator.

The "radiator curtain" was a simple design. It consisted of a rectangular frame that fastened to the front of the TC radiator. Then in the bottom of the frame there was a "black roller shade" (the same style as a roll up window blind). The curtain edge was wrapped over a steel rod that followed a channel in the sides of the frame. It was pulled up to close and block the front of the radiator using a cable and pulley system controlled from the cockpit of the car. By today's standards this seems somewhat primitive but also very functional. This may be something to consider for next year's winter driving.

Acknowledgment: This item of interest was sent to me by Frank Buono Ocala, FL. It was installed on TC0666 when Frank bought the car in 1970 while stationed in England.





#### February Meeting Minutes and Program

After milling about greeting each other and sampling Linda's assortment of fine delectable delights Steve brought the meeting to order at 8:15PM. He said this would be a quick meeting as we had a good program taking place. However he did not accept the motion made in jest to adjourn right then.

We had several guests, Malcolm, our guest speaker and Mark, a friend of

Joel Shapiro and part of the Pontiac group of auto enthusiasts. Bruce Larson was not a guest as he is a member but it had been



awhile since he had been to a meeting so we recognized him as well.

Steve went through the assortment of mail which included the Safety Fast publication as well as several ads for car related activities, some of which had already taken place.

Minutes of the last meeting were accepted as posted in the last Midget Chassis. Treasurer's report was posted on the wall for everyone to see. There were no questions on that.

Out of a lack of a Program Chair, Steve said he would take it on at least for awhile as he had several ideas he had in mind. He would graciously hand over the position if someone else stepped up though. Everyone remained seated and looked at their shoes for a brief time until Steve went on

Events Chair, Gene, was not present but Gene had proposed a trip to the Filmore

Train Festival previously so the **12** date of March 26 was announced. Details to come later. Joyce had been in contact with member Bunker Hill out of Newport and there was an offer of maybe using his brother's 1940's era tug boat to host a gathering of TCMGers to cruise the bay and maybe have dinner aboard. There was interest among those at the meeting and this will be pursued.

Old Business started out with a report of the Lame Duk Kup event and we all

> agreed that Gene out did himself again. Everyone who attended had a great time and enjoyed the fun. There were seven TCs present

but the lack of driving them except to get to the restaurant did not seem to bother anyone. We did kick tires for awhile though.

New Business: Cindy Henkels said the annual TCMG picnic meeting was on for June 28

I bought a set of five Lucas brand tires from Lucas Classic Tires on the way up to the meeting and brought one tire into the meeting for viewing. Price was quite reasonable and so will look to see how they wear.

The Queen's English British Car Meet was announced. Held at Woodlev Park and includes an Auto Jumble if anyone is interested.

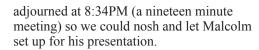
We officially thanked Linda Simmons and recognized her for the spread of treats that night. I think it took about 7 trips to bring it all in from the car. We could not stand waiting any more so a motion was made to adjourn. Motion was seconded by aclamation and we





Just a small sampling of Linda's treats.





Minutes respectfully submitted by

## David Edgar TCMG Secretary









Malcolm was quite a talker and had a number of auto related stories to tell. He grew up in England and his father was one to buy and sell cars as a side line hobby. So Malcolm was exposed to an assortment of older cars. He often was the driver of the towed car when the cars bought at auction were pulled via rope back home. This began when he was about 11 years of age. Makes included 1930s and 40s Alvis, Morgan, MG, Vauxhull, Daimler, Singer, Wosley, Standard, Morris, Triumph, Lanchester, and Jaquar (just to name a few). And even American models of Ford, Packard, Buick, Hudson, Cadillac, Terraplane and the likes were purchased in England. One thing his father did with the American cars with those 6 volt electrical systems was to update and convert to more reliable Lucas 12 volt systems. Malcolm eventually went into business buying, repairing and selling cars for a living (and still does).

Thank you, Malcom for a GREAT evening. And thank you Steve for arranging for Malcolm to talk with us.

Photos by Steve Simmons and David Edgar

#### Club Regalia

#### 'TClinics'

Available to members for free in PDF format (contact djedgar@pacbell.net). Send for a free index of over 60 ways to keep your MG "TC" operating safely and reliably. Each "clinic" is 20 cents in printed form. Non-members pay 50 cents for the index. Index is also on our web page at: www.tcmotoringguild.org/tclinicindex.html

#### "MG Through the Ages"

MG in pictures, 18" x 24"	poster\$1.75 members, \$2.75 non-members		
TCMG Club Badge	\$25 if picked up, \$30 if mailed (members only)		
TCMG Club Pin	\$3 if picked up, \$5 if mailed (members only)		
"MGTC Specifications"			

What is and what isn't stock on the MG-TC? A "must" for restorers..... \$3.00 members, \$5.00 non-members

TCMG Cloth Emblem .......\$4.75

#### **REGALIA CHAIR**

David Coleman, 6911 Chestnut Dr., Huntington Beach, CA 92647 - ph.714-898-2008

Prices beyond our control subject to change U.S. postage is included in prices (international postage is extra)

#### GoF West 2011

GoF West 2011 will be held in conjunction with MG2011 which expects 900 to 1000 MGs (all models) at the event.

This large event is put on by the North American Council of MG Registers and held once every 5 years and this will be the first time in west of the Mississippi. The council is comprised of representatives from five registers covering all older MG models (Triple M's, T's, A's B's and C's). For those of us who love these cars, this is a very rare opportunity to see cars from all over the country and meet people who share our interest.



GoF West 2011 Reno, NV June 13-17, 2011 Register Now!!!

Membership in one of the national organizations is not a requirement for participation – any MG owner can register for MG 2011.

Each national register will be coordinating the individual events and activities of members attending for each register. For pre-1956 MGs, The New England MG "T" Register will coordinate the activities for T-Series cars which attend. GoF West will coordinate the Rally, Funkhana, and Car Show for pre-1956 cars

Registration for MG2011 and GoF West is handled via the Council's website, www.MG2011.com

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



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