The Midget Chassis

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



First Class Mail

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July 2011

TC Front Axle

Reverse-Elliot. Plain king pins cottered in beam. Plain bushes in stub axles, bronze thrust washers below beam. Dust cap, with felt washer below, attached to the top of each king pin by setscrew. Drive out king pin either way after removal of brake backplate.

Hubs run on ball bearings with distance-piece between inner races. Lipped oil seal in back of each hub bears on distance collar behind inner bearing. Hub bearings retained on stub axles by castellated nuts with perforated dished washers

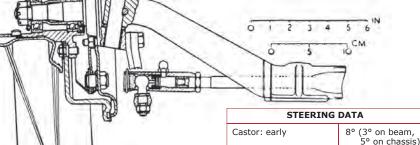
later*

King pin inclination

Camber

Toe-in

behind (edge outwards). Access to split pin through hole in side of hub closed by a plug. Tighen hub nuts fully.



From 1949 Motor Trader Supplement (with corrections to drawing) No. of turns lock to lock $1\frac{1}{2}$ * From early 1948 $2\frac{19}{2}$ taper plates fitted to reduce castor angle.

3°

7<u>1</u>0

<u></u>
¹/₄in

What's Inside

June Annual Picnic & General Meeting 5
New TCMG Members 6
Cherry Pickin' Tour
Happy TCMG Faces 8-9
The Love Affair Continues by Phil May 10-11
May Meeting Minutes
TCMG / ARR Conclave









The MIDGET CHASSIS **July 2011**

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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President's Message

How many

cherries can

this time?

elcome to Summer. folks! I hope the season finds you all well and enjoying your MGs. As it turns out, Linda and I couldn't make it to Reno for MG 2011 and GoF West but we've had plenty of other car-related activities to keep

us busy. Plus it has given me some extra time to take care of projects on the TC without the worry of a deadline. I hope those who did make the trek north had a fun and eventful time, but not TOO eventful if you know

what I mean!

Speaking of activities, remember to pack a picnic dinner for our meeting this month and bring it to the Henkel's house. This is our traditional summer meeting and it's always a club favorite. Part of the fun is to see how many leaky TCs and other MGs we can squeeze into the Henkel's driveway.

Also look for the June event notice in this newsletter for information on another traditional TCMG event, cherry picking in Leona Valley! How many cherries can Gene Olson fit in his mouth this time?

Join us and find than you put while finding the perfect tree to pick from! And to top it all

off the drive to Leona valley is beautiful, with a lunch stop afterward... assuming you haven't filled up on cherries.

No matter your summer plans, be sure to include a few TCMG events and meetings to catch up with old friends and possibly make a few new ones. We'll see you there!

Steve Simmons







Note time and location changes from our regular meetings

Bring your own picnic supper Dessert and coffee will be provided by the Henkels'. Thank you in advance Cindy for setting this up and making such great treats. Tuesday, June 28th

7:00 PM Note time change

Annual Picnic at the Henkels'

The ever popular annual TCMG Picnic at the lovely Henkels' home. Event was moved to June this year, but it will be the same fun we always have. We usually get a nice showing of TC's too. Make it a point to be there.

RSVP only if you are coming

Cindy at 626-793-2813 or chkitty@sbcglobal.net

Held at the home of Tony & Cindy Henkels 726 N. Pasadena Ave, Pasadena

From the South

Take I-5 towards Los Angeles North onto 110 (Pasadena Fwy) Exit at Orange Grove Blvd. Left (North) on Orange Grove for 2.5 miles Left onto N. Pasadena Ave.

From the East

Take I-210 West to the 134 and take first exit which is Orange Grove.

Turn right on Orange Grove for about half mile.

Left onto N. Pasadena Ave.



From the West

Hwy 134 East to Orange Grove Blvd exit. Take W. Colorado Blvd and turn left onto Orange Grove Blvd.

Drive .6 mile then left on N. Pasadena

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

Welcome to Our New Members

We welcome Ian & Karen to the TC Motoring Guild. They bought Bogardt's TC. Please add them to your directory.

Ian & Karen Levitt

8016 Cloverland Drive Nashville, TN 37211 phone: 615-294-0519

memyself_940@hotmail.com 1948 TC 7079 XPAG 7988 Red / Tan



When questioned on if there was a story behind wanting a TC (we all have stories, don't we) Ian wrote: This is my first TC. I have a couple of British sports cars, a 1966 TR4A and a 1967 MGB GT, both great fun. However

I wanted one with the look and engineering of pre-war sports cars, but with good parts availability and relatively easy to work on. A TC still has the pre-WWII look and feel so that was what I decided on. While I bought Bogardt's TC "sight unseen" I did have it inspected and with comments from folks like Allan Chalmers, it seemed right. It was delivered on June 4. Fired right up on the first pull, and has been driven every day since. At "Cars and Coffee" last Saturday, it drew quite a crowd and lots of questions.



This is Ian & Karen at Pebble Beach, Monterey 2010 standing next to some mighty fine machines.

Cherry Pickin' Tour

Saturday, June 25





Great tasting cherries

A nice tour through the back country



Maybe some of Linda's tasty treats

Terrific company

What more can you ask for? Certainly the makings for a GREAT TCMG event.

Come taste the delicious fresh cherries (eat yourself silly). Afterwards we will stop for lunch (if you are not stuffed with cherries). We might even drive TCs.

MEET 9:30 (leave by 10) at McDonalds in Castaic. (Lake Hughes Rd - 2nd exit from I 5 at Castaic)

Gene Olson 805-813-5569

What Do These Happy People Have in Common?

TCMG brought smiles to their faces





Michael & Sharon Goodman



Don & Sally Yett (RIP Sally)



Jay Call



Gorden telling one of his stories



Bruce & Marlene Larson



Gordon & Mimi Glass



Leo & Martha Pedersen



Bob & Charlotte Wilmer



Stan & Esther Belland



The trio of Annabel Goldstein, Sharon Goodman and Anita Roman



George Kershaw at GoF



Phil Marino & Gorden Bundy



Bob & Annabel Goldstein



Auctioneer Extrodinaire Art Ludwick



Who is this? (Hint-look left)



David & Donna Mathison with kids Tamara and Michael (RIP Donna)

The Love Affair Continues

PICK AND CHOOSE TIME by Phil May

Now I had a surfeit of wrecked or apart MG TCs. Time to fish or cut bait.

An edict from Dad—a normally very patient man: "Make some room in the garage and yard. The place looks like a junkyard." The basket case chassis was in the driveway, nicely painted. The basket's body was still in the small backyard. The wreck was in one side of the garage.

I decided to dismantle the wreck first and, hopefully, sell excess parts to help finance the project. It would be tedious, dear readers, for me to go into detail. Many of you have already been there—and maybe more than once?

Let it suffice that the TD engine was sold and once the wreck was stripped of everything I thought I could use. including the wiring harness, I sold it off parts. A good many were bought by a fellow named Bob Beck who I believe used to be active in the TCMG. The wreck was now gone and the chassis moved back into the garage. I made enough to finance the project and then some. I kept all the data plates, as my finished car would take on the identity of the wreck. I also kept all the wheels and semi-decent tires just in case.

The wreck's engine had come through the accident **10** unscathed except for a



small dent in the right front corner of the aluminum sump. The axle had bent back that far. I had that heli-arc welded. The engine was stripped of manifolds, starter, generator, distributor and other things. I stuffed rags into the intake and exhaust ports and took it down to a shop to be steam cleaned. Kindly remember that step for later discussion of DOOMSDAY. (See receipt)

First memorable thing to recall about the project was the late evening of the day the newly red-painted engine went into the chassis. New motor mounts had come from Al Moss over on Venice Blvd. A neighbor down the street named Bob Windhorst loaned me a WW II B-17 bomb-loading winch to raise the



engine and lower in place. That name will come up again on DOOMSDAY.

Wheels had been trued and painted. Tires from the wreck were virtually new and mounted. Transmission and driveline had been painted and attached.

That night, very late, I sat up high on Dad's workbench and looked at the

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gleaming, black, low-slung chassis, bright silver wheels, shiny red engine, polished aluminum valve cover and carb pots. It just looked so neat. And I was so tired. I just sat there staring at how pretty it was. I wish I'd taken a picture.

I woke up about 3 a.m. lying on my side on Dad's bench precariously near the edge. But I still have a wonderful mind's eye view of how neat the body-less car looked. The dream of a 7th grader was starting to come true to a 22 year old kid.

Then the summer of 1961 was over and I went back for my last semester at San Jose State... (to be continued)

Do you have a TC story to tell? Maybe an interesting part of a resoration, repair or nice drive. We invite you to share your experiences as well. Write and send now to David Edgar. djedgar@pacbell.net

GoF West 2011 & MG 2011

Stay tuned for a report on this as event was in progress as this newsletter was being prepared. Hope everyone who atteded had a FANTASTIC time.

And thank you to all the planners of the event. They put in many hours in planning to make this a memorable experience for all.



11

May Meeting Minutes and Program

Secretary was absent from this meeting due to illness so we have no minutes or even seconds. Steve Simmons kindly provided some photos. There were two TCs at the meeting, Carlton Long's TC is shown here. And everyone seemed to have enjoyed the two videos shown for the program. First one was an MG factory film from 1931 showing the assembly line as an MG Magna was being built and other parts of the

factory as MGs. Quite entertaining. The second was about the Goodwood Races and events from 2006. Those were some pretty impressive cars there. Thanks to Steve and Ron for getting the videos and setting everything up.

Very little respectfully submitted by

David Edgar TCMG Secretary





Photos provided by Steve Simmons

Annual TCMG / ARR Conclave

Sept 23-25 San Luis Obispo 2011

54th Annual meeting of the TC Motoring Guild and the Abingdon Rough Riders. It all began in 1957 in San Luis Obispo where the two TC only clubs met to have fun. Help keep the history of this event alive and join in.

Vagabound Inn (right next to Madonna In) \$106 1 queen bed, \$115 2 queen beds. 12 single queen and 7 double queen rooms have been held for us. vagabondinnsanluisobispo.com



Contact Gene Olson if you have questions 805-813-5569 or olson q@msn.com





Saturday dinner at the Madonna Inn. Hope you like pink



Fantastic TC For Sale



1948 TC 5494 XPAG 6156 Clipper Blue/Biscuit

Excellent award winning and reliable TC. Car is located in Southern California. Asking \$34,000.

Contact Lloyd Hendrickson by phone 626-330-0016 or racer404@roadrunner.com (but may not check email often)

NEEDS A
NEW HOME

Photo above at GoF Winner's Circle in 2005 and at GoF Funkahana in 2008



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)

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