



# TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

*May 2011*



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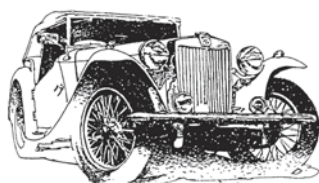


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*May 2011*

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**The Classic Chassis**  
c/o David Edgar,  
1454 Chase Terrace  
El Cajon, CA 92020  
email: [djedgar@pacbell.net](mailto:djedgar@pacbell.net)

818-788-3375 • 818-788-3377 • 323-872-1122  
FAX 818-788-0516 E-MAIL: [jkavan1497@aol.com](mailto:jkavan1497@aol.com)  
WEBSITE: [www.kavanaghmotors.com](http://www.kavanaghmotors.com)

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Vice President	Ron Simon.....818-708-2033	<a href="mailto:simon90248@yahoo.com">simon90248@yahoo.com</a>
Secretary	David Edgar.....619-593-8255	<a href="mailto:djedgar@pacbell.net">djedgar@pacbell.net</a>
Treas/Memb	Joyce Edgar.....619-593-8255	<a href="mailto:djedgar@pacbell.net">djedgar@pacbell.net</a>
Events/Director	Gene Olson.....805-522-8052	<a href="mailto:olson_g@msn.com">olson_g@msn.com</a>
Asst. Events/Dir	David McCanne..323-463-9869	<a href="mailto:lapry@aol.com">lapry@aol.com</a>
Ex Officio	Don McLish.....818-352-3741	<a href="mailto:dmclish1@hotmail.com">dmclish1@hotmail.com</a>
Programs	Steve Simmons...(see Directory)	<a href="mailto:websim@pacbell.net">websim@pacbell.net</a>
Editor	David Edgar.....619-593-8255	<a href="mailto:djedgar@pacbell.net">djedgar@pacbell.net</a>
Asst. Editor	Jim Crandall.....310 457 3967	<a href="mailto:crandallonline@yahoo.com">crandallonline@yahoo.com</a>
Raffle Chair	Dave Coleman....714-898-2008	<a href="mailto:davidmcoleman@yahoo.com">davidmcoleman@yahoo.com</a>
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# President's Message

*by Steve Simmons*



Each year there is a period of time when my peers shake their heads and wonder if I'll ever learn. That time is always just before departing for GoF West, when I have my car spread all over the garage floor. Well this year I did learn, and started early! As always however, the project has spiraled out of control and has already taken far more time and effort than expected.

A simple head job and clutch replacement was the plan, but while the engine is out we may as well inspect bearings. Corrosion. What about bores? Scratched. Ok, pull the pistons. Two are heavily damaged. And on it went until there was nothing left of the engine to disassemble. The positive side of all the mental trauma involved in an unexpected engine rebuild is that we may have averted disaster on the road.

Of course the project didn't end in the engine bay. There is also the gearbox replacement, two wheel rebuilds, new u-joints, steering and damper rebuilds, new carpet and several other miscellaneous repairs, many still unknown. It's worth it of course, as the reward is all the miles of trouble-free driving we enjoy in our TC!



In this age of internet technology, information is very easy to find. As good as it is though, it cannot replace good old fashioned conversation with people who have "been there, done that". So many more ideas surface when your source of information is a live, thinking person. On a web page you are limited to a single line of problem solving, but while talking to "real" people about my TC's issues I was alerted to several potential time bombs that I may have missed on my own.

So thank you to all the great friends out there who have helped me along over the years, many of them right here in the TC Motoring Guild. I will think of you when I take my next "first drive" after this project. I'll be bringing your cell phone numbers with me too, just in case!

## MGTC MODELS

If you were inspired by Roger Fabrocini's March meeting program (see P. 4-5) to build, or otherwise acquire, a model TC for your trophy shelf, go online and browse the companies listed under each of the cover photos + the letters "MGTC." Many more can be found by Googling "models MGTC." And for real bargains, don't forget to try eBay. Ed.

# March Meeting Minutes.....

*Text and Photos by Dave Edgar*

Since the president's gavel and stand were out being engraved, our ever-dignified leader took his shoe off and banged it on the table to call the meeting to order at 8:24PM. The shoe had about as much effect as the real gavel, which was not much.

He asked if there were guests other than our speaker and Lloyd Hendrickson spoke up that he had not been here in awhile so maybe should reintroduce himself. We all remembered him though, so no fears for those of you that have missed some meetings...you are always welcome.

Mail was sparse with only two ads so went onto the Secretary's Report of the last meeting. David said the minutes were printed in the last Midget Chassis and if it was not in there, it did not happen. No corrections to the minutes, so we transitioned onto the Treasurer's Report. The full report was posted on



the wall and there were no questions. Our membership stands at 102 and only three members from 2010 have failed to contact Joyce. They will be dropped from the 2011 Directory. Joe Douglass remarked how he remembered back in the early days of the club, when if we had a whopping \$6.50 in reserve we were doing well. That would not get us far now days.

This evening's program was Roger Fabrocini talking on model building. No other future programs have been planned yet so if anyone had ideas then please pass on to Steve.

Gene Olson our Events Chair was not present but the Filmore RailFest would be this next weekend on March 26. We will tour over as a group via Box and Grimes Canyons.

**OLD BUSINESS:** Nothing going on here except for the Conclave planning, and nothing new to report.

**NEW BUSINESS:** Joe Douglass asked if anyone tried the method to start up non-operating clocks as described by Doug Pelton in the last Chassis. No one had tried it yet, but it did stimulate some interesting discussion.

The Queen's English Show was rained out but no reschedule date was expected. There will be a British Car show on May 22nd in Woodland Hills for those that are interested. Our annual Wildflower tour is expected to have lots of flowers due to all the rain we have had. The Tour date will be set once the blooms start blooming. Watch for a notice, the date will most likely be in May.



## ....and Program

The meeting was adjourned at 8:44 pm, so we could enjoy the esthetic spread of goodies Linda Simmons again brought for our gastronomic rumination. We did the best we could to devour everything but to no avail. Several members left with plates of tasty treats to enjoy later.

Thank You Linda (and Steve too).



Pete Thelander, Steve Simmons and Carlton Long enjoy Linda fare at break.



Roger holds the attention of members who were amazed at his mastery of modelmaking skills.



Linda Simmons spoils us with a variety of treats.



Notice the amazing detail that Roger puts into his work. This engine (above) is only about 1 1/2 inches across. More amazing detail: the prop on the model plane is painted to look like wood and is only about 2 inches long. Below: members take a closer look at Roger's display of models.



If we keep eating like this, we won't be able to get into our TCs anymore.



# Shock Notes

by Tom Wilson \*

Notes on rebuilding dampers (shock absorbers)  
for MG TC Girling PR6 lever shocks.

To make the demanding job of rebuilding TC shocks a bit easier, here are Tom's notes and illustrations to supplement more detailed information already posted on the MG-TABC tech site which can be downloaded at:

<http://www.mg-tabc.org/techn-up/luvax.htm>  
<http://www.mg-tabc.org/techn-up/luvax-2.htm>

1. Lever shaft replacement seals. The seal size is 1.3125" OD, 0.875" ID, 0.50" thickness (1 5/16" x 7/8" x 1/2"). The best match I found for the application is to use two SKF 8645 seals stacked. SKF radial oil seals are available from many sources, but this is an infrequently stocked size (I purchased mine from Motion Industries in Jan. 2008). Be sure to lube the inside of both seals with grease when installing; the outer seal won't have any lubrication during use other than what you provide during installation.

2. The lever arm is held in the damper by a press fit into the splined center of the piston cam.

3. When removing the lever and shaft, if you can pull the shaft out instead of pressing it out the disc plug in the damper body doesn't have to be removed. The plugs are flat steel discs, 1/8" thick x 1. 1/8" in diameter. These can be replaced by using disc core plugs. The plug has a flat gasket underneath to apparently seal the joint. There are slots in the edges of the lever arm for tooling to use when pulling the lever out.

4. Note the location of lever arm relative to the neutral position of the pistons before removing the arm. With the cap removed, center the dot on the lever cam in the body by moving the lever, then note the position of the lever.

Girling PR6 Lever  
Shock Absorber  
for MG TC.

Top Cap screws 2BA  
cheesehead.

1.125" end plug  
with gasket under.

Pistons, retaining clips, end  
valves. Slot on piston goes to  
top when in shock body.

Lever spacer - .875" ID,  
1.1875" OD, .125" thick.  
Oil seal use 2 SKF 8645.

End cap - gasket inside top.  
Flat edge of washer to inside of  
shock body.

5. Screws holding the top cap on are 2BA in size, 1/2" in length, with a cheesehead top. Close in size to 10-32UNF. Sourced these from British Tools and Fasteners (<http://www.britishfasteners.com>).

6. If end caps on the damper bodies are difficult to remove, place the body vertically in a vise and carefully heat the outside of the cap all around with a propane torch. They will then usually break free with judicious use of vise grip pliers. Be careful not to mar the caps with the pliers.

7. The end caps have a flat gasket and a beveled edge washer inside. The washer goes into the cap first with the beveled edge to the inside (facing out away from the damper), then the gasket. Use a thread sealant when putting these back on to prevent seepage and eliminate water from wicking in.

8. The retaining clips that hold the pistons together are an odd shape. Be careful not to break these if you disassemble for cleaning, as replacements don't seem to be available. They originally came from Andover, and apparently are no longer available. Two retaining clips go on each side of the pistons, placed on the clip pegs on the pistons after a slotted flat metal piece is first put on. I found 1/4" circlips worked adequately as a substitute when replacing the broken ones.

9. Replace and reinstall all the bushings in the lever-link and link-stud locations before putting the lever back in the damper body. This will make it easier to do this tricky job.

*\* Tom Wilson is a member from Zionsville, Indiana and owns three 1945 TCs!*

Lever is a press fit into the piston throw pictured. Spacer and seal shown on shaft. Use 2 seals to fill the 1/2" seal space. Note notches on side of lever by shaft. These can be used to pull shaft out of shock body instead of pushing it. By pulling, you eliminate the need to remove the end plug.



3 valve parts. Chamber inside piston is press fit into body.

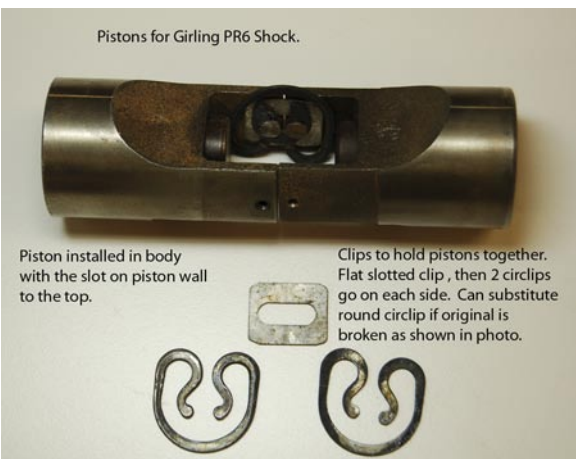
Clips to hold pistons together. 1 rectangle and 2 retaining clips for each side. Round end of clip to the top.



Pistons for Girling PR6 Shock.

Piston installed in body with the slot on piston wall to the top.

Clips to hold pistons together. Flat slotted clip, then 2 circlips go on each side. Can substitute round circlip if original is broken as shown in photo.



Top of piston showing valve assembly.





# TCMG Run to



Next to British car shows, one of the most popular destinations for TCMG events has been train venues starting with Doug Wimer's live steam railroad at his Laguna Hills home and continuing with runs to the Sugar Pine Railroad at Fish Camp, the Pacific Southwest Railroad's excursion from Campo to Tecate, the Santa Paula Rail Museum, the vintage Santa Fe depot in San Juan Capistrano, and periodic visits to the Ludwick Line in Glendora.

On March 26th we added the Fillmore & Western Railway to the list at RailFest 2011. "Steam Returns to Fillmore" was the theme of the Santa Clara River Valley Railroad Historical Society's annual rail Festival which attracts thousands of visitors annually.

Following in the Society's tradition to provide Southern California with a family-friendly event, the Festival also offered railroad-related activities such as train rides and model train displays.

Attending this year's event in TCs were Joe Douglass and friend Eleanor and the Olsons. In other forms of transportation were the Simons, Appells and McCannes.



Hey Guys!  
Look what I found laying  
beside the tracks.





# RailFest

*by Jim Crandall*

**Filmore, CA**

**March 26,**

**2011**



*Photos by  
Ron Simon & Lucy McCanne*



# The Plot Thickens

By Phil May

(Continued from our April Issue)



Easter was April 2nd back in 1961. During the college Easter vacation I began cleaning and painting the bare chassis. (I still have a lot of receipts for gloss black Rustoleum paint in my TC file.) The body was stored in the back of the house next to Mom's clothesline under myriad tarps. (see pic)

Because I was an Advertising Major at San Jose State, I worked most semesters on the ad staff of THE SPARTAN DAILY—the school's daily newspaper. This took me downtown often to see my roster of ad clients. (Believe it or not, in those pre-Silicon Valley days, the SPARTAN DAILY had a weekday circulation that rivaled the SAN JOSE MERCURY NEWS!)

One day in early May of 1961 I spotted a right-hand drive MG TD parked at a curb in town. Since RHD cars were few and far between, I waited around for the owner. We got to talking about MGs and I, of course, mentioned my basket TC and how it had a V8-60. He got all excited.

I hereby acknowledge that  
M. G. engine - XPAG. TD. 1790  
was traded by me to Philip May  
in exchange for a Ford V8-60 engine  
on May 8, 1961. Bautista D. Ygnacio

"Does it have the adapter for the V8 to the MG transmission bell housing?"

I told him it did.

"I've always wanted to put a V8-60 into my TD. Do you want to trade?"

This was like manna from heaven. Of course I wanted to trade. Maybe it wasn't a TC XPAG—maybe it would have those studs coming out the sides of the aluminum sump, but still...

I had no car at school. I hitchhiked down to Torrance the following weekend. My younger brother agreed I could borrow his '52 Studebaker to get the V8 back to San Jose. It was duly loaded into the cavernous trunk of the Studie with the adapter and I took off north. I had never heard this engine run. Jack Lyon said it was running when removed. BUT, in fact, I didn't know if it did—or would!

I arrived at the fellow's house after dark on May 9th. (see receipt) Fortuitous timing. He and friends had just removed XPAG 1790. He had the forethought to drain the engine oil before removing it. With several helping hands we unloaded the V8, inserted the XPAG on its side and I was off after he signed the receipt I brought. The following weekend it was back again to Torrance. I now had an engine!



Then Lady Luck touched me again. There was a body shop down in the Hollywood Riviera section of Redondo that seemed to specialize in old cars. The owner had a pristine '47 Ford woodie as a daily driver. I had spoken with him often. He knew I had the TC basket case. I stopped by one day and he asked if I wanted to buy a TC that had just been wrecked by a man from Torrance.

"The car's out back," he said. "Come take a look"

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*by Doug Pelton*


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## TCMG Meeting

**Tuesday, April 26th**  
**8:00 PM**



### "How to Cast Your Own TC Parts"

David will describe how he made up the pattern and cast his own TC air intake manifold for his TC. Learn how to make your own pattern, cores, plus earn an "A" in your Foundry Class at the same time.

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.

## TCMG Motoring Event



Saturday April 30  
**Wildflower Tour  
& Picnic**

Nice drive and the wild flowers are beautiful!

Leave 9:30 AM from McDonalds in Castaic.

(Take Lake Hughes Rd. turnoff off Highway 5 and the 2nd exit for Castaic.)

More information: Gene Olson 805-522-8052

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**Red/Tan**

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Car is located in Livermore, CA. Contact Carol Borgardt at 925-606-1462 (home) or 925-963-5679 (cell), or [frankncarol@sbcglobal.net](mailto:frankncarol@sbcglobal.net)

## Club Regalia

### 'TClinics'

Available to members for free in PDF format (contact [djedgar@pacbell.net](mailto: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](http://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.....

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Prices beyond our control subject to change.

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## GoF West at Reno 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 five years, and this will be the first time it will be held west of the Mississippi.

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. All registration is via the Council's website: [www.MG2011.com](http://www.MG2011.com)

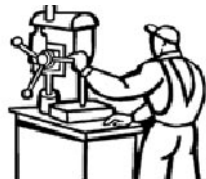


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**Reno, NV**  
**June 13-17, 2011**

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