



# TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

**September 2011**



*Here is Joel Shapiro's TC next to his Rolls Royce. Be sure to see some of the other cars in Joel's collection in the report of the Guild's tour in this issue.*

## **The Midget Chassis**

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



**First Class Mail**

### **What's Inside**

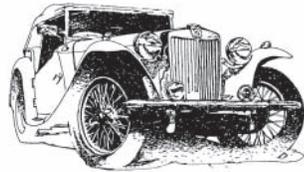
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MIDGET CHASSIS  
September 2011**



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# President's Message



Living in Southern California does have its advantages. Beyond the obvious attractions like fair weather 350 days per year, we also enjoy a rich automotive culture at every turn. Once in a while I'm reminded of just how saturated with "car folk" we really are. The most recent was while dropping off my wife's modern car at a repair shop to have something expensive fixed that thankfully doesn't exist on my TC.



Just around the corner I noticed a '67 Datsun S800 wagon parked beside a '68 Subaru 360 Deluxe in the parking lot of an industrial complex. Not one to pass up viewing such rare machines, I stopped to have a look. Just then a fellow drives up and parks next to the MGA I was driving at the time, and we get to talking about the cars. Next thing he says is "Wanna come inside?"

As we stepped into the building



we were greeted with thousands of square feet of rare cars from Isettas to Woodies, Jags to Alfas, dozens of micro-cars and rows of Porsches. There were auto dealer signs, old gas pumps, furniture, antique televisions, even a working vintage kitchen. He gave us full run of the place and dared us to squeeze into some of the microcars – Messerschmitts, Isettas, Fiats, etc

- a challenge which we gleefully accepted. After an hour and a half of playing, we had to move along to less important things.

What is even more amazing than uncovering a hidden gem like this place is how many of them there are in this part of the country. The buildings are usually nondescript on the outside in order to hide their contents, so you can never tell where these collections reside. Next time you're driving down a street in Southern California staring at the sides of drab, unremarkable buildings, just imagine what could be lurking on the other side of that wall!

*Steve Simmons*



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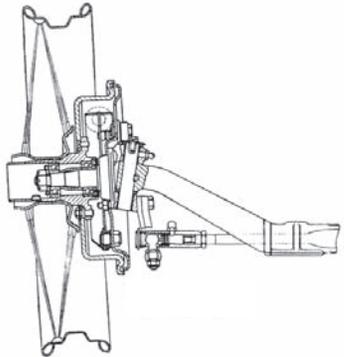
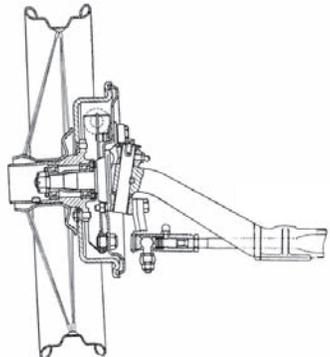


# Tuesday, August 23<sup>rd</sup>

**8:00 PM**

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.

## Can You Spot the Difference?



Last month the cover of the Midget Chassis had the drawing on the left which came from a 1949 Motor Trader Supplement on the MG TC. Under it was the wording (with corrections to

drawing). The original drawing in the article was a TA wheel (on the right above) rather than a TC. The drawing was fixed for our cover. The difference is where the spokes attach to the rim.

## GoF West 2012

June 13 - 17 in Buellton, CA

GoF West 2012 will be held in the heart of California's spectacular Central Coast. This year's rally/tour will follow the beautiful Foxen Canyon Wine Trail, and there will be extra, optional attractions - Solvang's Pacific Coast Performing Arts Theater and a tour of Vandenberg AFB - in addition to the traditional car display, funkhana, auto-jumble and banquets.

Please visit our website at: [Gofwest.com](http://Gofwest.com) for registration info.



## Visit to the Joel Shapiro Collection

TCMG member Joel Shapiro has other cars than his TC. He has so many that he rents space in an underground parking structure for his collection of 20+ cars (I lost count)

Gorgeous Cadillacs and Packards, a few Rolls Royce cars, and my favorite, a Zagato bodied Lancia were there for us to drool over. We also saw a few more cars of other collectors who store their cars in the same structure (Pebble Beach quality Packards). Nice car day for the lucky Guild members who made it out on this visit.

Those in attendance were: Dave and Lucy McCanne, Joe Douglas and Eleanor Sherman, Steve Simmons, Ron Simon, and Gene Olson. And of course our host Joel Shapiro was there and we thank him for sharing.



Gene Olson



Photos by Steve Simmons



David & Lucy McCanne came in their TC so were allowed to bring in inside and park among the collection.

## Annual TCMG / ARR Conclave

Sept 23-25  
San Luis Obispo  
2011

55th 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.

Vagabond Inn (right next to Madonna Inn)  
210 Madonna Road, San Luis Obispo  
Reserve with internet for best rates. If you call in and use the TCMG code it is more expensive at \$106/night. (805) 544-4710  
vagabondinnsanluisobispo.com



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



Saturday dinner at the Madonna Inn.

Dinner choices are as follows:

**PRIME RIB** - Traditional thick cut and delightfully roasted, this generously portioned entree is seasoned with rosemary, and served au jus. \$44.00

**SALMON FILLET** - Fresh, delicately sauteed, and served Monterey-style with tomatoes, mushrooms, and scallions. \$44.00

**VEGETARIAN OPTION** - (No description of this meal at this time.) \$36.00

All dinners are served with mixed green salad, homemade dinner rolls, baked potato, seasonal vegetable, coffee, tea, or milk, and a dessert. Prices above include tax and service charge.

Dinner reservations need to be made in advance. Payment must be received by: September 15th

Make checks out to:  
TC Motoring Guild (or TCMG)  
Mail to: TCMG or Joyce Edgar  
1454 Chase Ter., El Cajon, CA 92020  
Include: Names of diners and menu choices with payment.

## A Trip to the Whitworth Shop

I recently had the pleasure to visit the Whitworth Shop in Novelty, Ohio. For many years, the Whitworth shop has been one of the cornerstones to the preservation of the MG. Fred Kuntz and Craig Seabrook are faces behind the Whitworth Shop. Both own MG TC's.



Craig was originally a cabinet maker. He started his own business in 1970 to include building a woodworking shop on his property where he could make and finish cabinets. Simultaneously, he was a member of the New England T Register. As an MG enthusiast, he helped to start the Ohio chapter of the NEMGTR. During this period, he sent out Chapter info to local MG owners trying to promote participation. This was recalled by Fred who added, "I just ignored the mailings because my TC was a basket case and I had nothing to drive to attend any function."



Craig & Fred / left & right

Fred was originally an auto body guy well skilled in panel beating. In 1972, he acquiesced and attended an Ohio Chapter MG gathering. There he met Craig. As with many owners, they shared information helpful to each other on tips and techniques. This was particularly helpful to Fred who was still rebuilding his car. Later another club member needed help on rebuilding a body tub. It was decided that Craig could help with the wood

because he had a wood shop. And Fred could help skin the tub with his body panel experience. So, in the mid 70's Craig & Fred build their first tub. With this event there were follow on requests for MG help. So Fred began to work just Saturdays as a hobby but by 1981, he partnered full time with Craig to form the Whitworth Shop as we know it today.

The Whitworth Shop provides other services beyond making wood and rebuilding tubs. They also restore the dash panels and all associated the instruments. Anyone who has seen a quality restored MG has probably had the pleasure of seeing a Whitworth dash panel. Together, they have made a lasting contribution to the preservation of our cars. Thanks Fred. Thanks Craig.

## DOOMSDAY

by Phil May



Bob Windhorst kindly towed me back up to the top of the hill my folks lived on. I coasted down, swung wide and almost made it up the steep, short driveway. Quickly it went into gear and handbrake on.

Somehow we got the TC back into the garage. Bob went home for his B-17 bomb lift. I was worse than upset.

I took the engine out quickly and set it on the garage floor. Dummy! I hadn't drained the oil. Thus we come to the third memorable part of this rebuild story.

I needed to get that oil out of the engine. But did I raise it up on the bomb hoist again in order to do this? No. I was young and stupid! I removed all the bolts holding the sump to the engine. Then, imagine this, I hooked my feet onto each side of the pan and lifted the upper part of the engine, hoping to leave the pan on the floor and put the engine down on its side on cardboard. Tried once. Didn't work. Twice... Strange double pulls in my groin. I stopped.

Next morning I had a dull but

persistent ache in lower abdomen. Off to the Doc. Double inguinal hernia. Didn't cause me much trouble actually and did keep me out of the draft when I failed the physical the summer of '62. Nothing done until 47 years later when both started to bother me and got repaired.

Fourth memorable part of the TC rebuild was when I got the head off the engine. One piston was basically welded to the cylinder walls.

Remember back in the story when I put rags into the engine ports and had the engine steam cleaned prior to painting? Aye, there's the rub! Some of that caustic solution had gotten in past the rags and through an open valve where it wreaked havoc. I removed the three untouched pistons and had to use a 2x4 with a hand sledge to pound the wrecked piston down out of the cylinder.

Engine down to Auto-Sport where all cylinders were bored out slightly. This meant partial engine rebuild! New pistons, one con rod, new bearings, etc. But I got 'er dun and the engine ran like a champ. And I finally went for a ride! Cool!

(to be continued)

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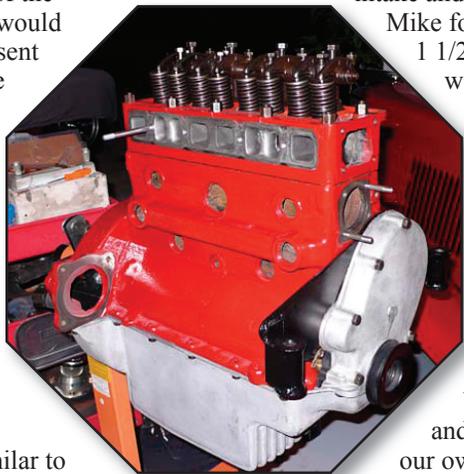
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## How We Built a 1500 XPEG Type Motor

*A glimpse into how an engine was opened up to 1500cc for a TC as described by Ron Simon*

I think this started with a conversation with Mike Goodman. He was telling me about Steve Tate who did some of his machine shop work. Steve had come up with a way to bore a XPAG engine block out to approx 1500cc and then install a stepped sleeve sealed at the bottom with epoxy. This seemed like a good idea but I didn't want to use my 1250cc XPAG as a guinea pig. Mike had an old XPAG block in his junk pile that was broken at the top of one of the cylinders, which would not matter. Mike sent it to Steve and the word came back to me that when they pressed in one of the new sleeves, it broke a large chunk out of the bottom of the block, rendering it useless. Back to square one. Mike sold me an XPJM engine similar to the TC but only 1140cc. It can easily be bored to 1250cc. I didn't want to use it for the experiment. Mike said he had another complete used and tired early TD engine assembly. If I wanted to take it apart, I could buy whatever parts of it I could use. I took it home and proceeded to do just that. The only part I could use was the engine block, as the crank was bad and I didn't want the cylinder head. I had already bought a used late type TD-TF head with round water holes from Mike. The block went to Steve Tate. He bored it, epoxy sleeved it, brazed up the banana shaped water holes on the block and

**10** decked it to make it absolutely flat.



The reason for the round holes was that 1500cc head gaskets were for late TF's and only came with round holes. During the time we were waiting for the block we purchased a new crank, set of 1500cc pistons, reground TF cam and all the gaskets necessary. Mike had a restored late type large sump that I bought. Mike looked in his spare parts pile and came up with a treasure of things that we had never thought of... used original TF1500 intake and exhaust manifolds.

Mike found a new set of MGA 1 1/2" carburetor bodies that we could use with some TC float bowls that we had. We used old TC connecting rods that we had plenty of. As Mike said, they were lighter than TF1500 ones and would work better. I had bought a late type MG oil pump body at the Vintage club swap meet and used it with gears from our own stock pile.

I finally got the block back successfully bored, sleeved and decked. The crank, rods and pistons had already been sent out and balanced. I temporarily assembled the crankshaft, rod and piston. I carefully measured the amount that a piston projected above the top of the block. I then took it all apart and sent the pistons to have .005" taken off the top of the piston, which we were told would not weaken them. It was our desire to have Pertronix ignition instead of standard TC but at that time it was not being made for TC yet. Mike came up with the idea of using an MGA distributor with a TC drive gear welded to it. This worked out perfectly. This



*Round hole head gasket vs the banana hole head gasket. Head and block openings should match. The banana hole block was brazed to make it a round hole block to match the head.*

distributor has vacuum advance and since I was using MGA carb bodies, I just hooked it up to the outlet on the carb body. I once heard someone mention that it couldn't work as MGA distributors are on the other side of the engine. However, the distributor turns exactly the same way on an MGA as it does on a TC. I have been running this setup for over 15 years and have never had a problem.

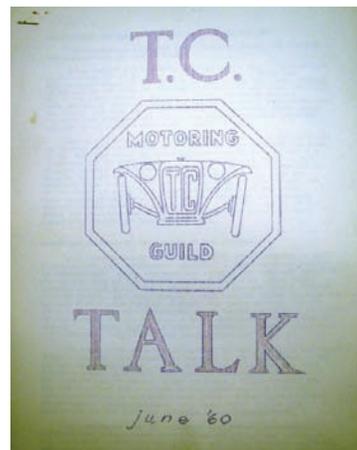
The next step was the cylinder head. This was a late style round hole head that used 3/4" spark plugs. Unfortunately this used head had been previously milled. I wanted to keep the whole engine as stock as possible. Mike had an original, untouched TF1500 head at

the shop. I took a graduated cylinder and measured the actual capacity of each cavity of the head with the valves installed. If I remember correctly, it was about 40cc each. I then went back to my garage, put the milled head in a vise and ground the cavity out keeping the shape exactly the same until it equaled 40cc.

The final result is a TC engine that even with a 4.875 ring and pinion can pull steep hills and can cruise at 4000 rpm with no great effort. A great deal of thanks is owed to Mike Goodman for all his advice and efforts to help me achieve this.

*Ron Simon*

## Early TCMG Newsletter



*June 1960 newsletter cover and draft drawing of logo.*



## July Meeting Minutes and Program

The 8pm meeting promptly (promptly for the Guild anyway) began at 8:30. We went through the mail (same old stuff), minutes of the last meeting (was in the last issue of the Midget) and the Treasurer's report (details posted on the wall for all to see).

Events report tells us of an interesting tour of the Shapiro collection of cars which includes Rolls Royces, Packards, Cadillacs, Jags, and more. Who knew that our Guild member, Joel had more than the little TC?

Conclave update was given. Seems you can get the best room rate at the Vagabond through the Internet than using the TCMG code they gave us if you call in. Saturday dinner will be at the Madonna Inn next door and dinner reservations are now being accepted (see page 7 in this issue).

Gene Olson reported that he had taken a 1st in his division at the Central Coast British Car Show with his MG SA. David Reid took 2nd with his MG TC.

We were treated with a good size box of old TCMG newsletters back to 1960. Was quite interesting to peruse through the old issues. See a cover on pg.11.

Our Holiday Party will be at the newly remodeled Sportsmans Lodge. Working on a date so as to not conflict with ARR, Vintage and auctioneer.

We received a nice letter from the GoF West thanking us for the auction donation. And GoF was great. Next year will be in Buellton for the 40th anniversary.

We questioned David Coleman on the delay in getting regalia orders out. He said he would get the items out within the week. He also said he had an offer by someone to take the regalia position to ease his duties. Was not explained if he accepted the offer.

One of our past regalia items, the paint chips, had been sold out for several years, but we recently discovered a hidden stash of them. Once delivery issues are worked out we will offer them again.

Our business part of the meeting was adjourned at 9:02 at which time we gathered and enjoyed the treats Linda had brought for us. She never ceases to amaze us with the fantastic display of culinary delights. This was followed up by our program which the Simmons came up with and everyone really enjoyed.

Very little respectfully submitted by

*David Edgar*  
TCMG Secretary



## How Well Do You Know Other Members?

The following came from our last meeting for the program. Steve had us write on a piece of paper our name and something about ourselves. He then read them off and we had to guess which statement went to which club member.

Here are the 18 names (alphabetical order) associated with the 22 statements. This means 4 names here can be use twice.

David Coleman  
Susie Coleman  
David Edgar  
Joyce Edgar  
David McCanne  
Lucy McCanne  
Dave Mathison  
Gene Olson  
Karen Olson  
Elizabeth Page  
Ernie Page  
Linda Simmons  
Steve Simmons  
Bobbie Simon  
Ron Simon  
Fran Thelander  
Pete Thelander  
Ron Wong

It was quite interesting to say the least and we learned things about each other we never knew before. Below are the names and a list of statements of those that agreed to share this in the Midget Chassis for all to view. Have fun.

1. I sat on the paws of the sphinx.
2. My daily driver does 60+ MPG.
3. Likes trains and early jazz.
4. My father went to high school with Charles Lindberg.
5. I was in WWII. I have a scar on my leg from a shrapnel wound.
6. Does crafts especially card making. TC door opens on drives.
7. I drove a TC through the Berlin Corridor in 1966.
8. When I got engaged, my fiancé was not in the same room. In fact he wasn't even in the same country.
9. I was born in Brooklyn N.Y. I used to be an escrow officer.
10. I read "The Red Car" at age 11. Loved TC's since.
11. I raise orchids and do Tai Chi.
12. I own five MGs.
13. Member of AFM Local 47
14. Fencing
15. You can find me in the kitchen.
16. I sported a nice long handlebar mustache for several years. I also was the TCMG President one year (but did not have the mustache then). I have had my TC since 1967 and joined the Guild in '73.
17. The hospital bill for my birth was partially paid with potatoes.
18. Shot an arrow 895 yards.
19. Local boy.
20. I drive a PT Cruiser. I had a golden retriever named Mars.
21. I am a regular summer visitor who enjoys being a passenger in old MGs. My husband has an MG race car.
22. I like to put my roots in the ground.

Answers on next page.

## Fantastic TCs 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)



**1948 TC 8242 EXU**  
**XPAG 8999 BRG/Brown**

Located in Van Nuys, CA, this car was restored around 1975 and has been very well cared for since. It is the export model hence the "EXU" designation. Only 490 of these were manufactured. Made the following repairs in October 2010: Front brakes were relined, Rear axle oil seals were replaced, New sump gasket,

Contact Carlton Long (818) 994-5872 or email sharoncarlton@att.net

## Know Your Members Answers

- |                   |                   |                    |
|-------------------|-------------------|--------------------|
| 1. Steve Simmons  | 9. Bobbie Simon   | 17. Pete Thelander |
| 2. Ernie Page     | 10. David Coleman | 18. Ron Wong       |
| 3. David McCanne  | 11. Lucy McCanne  | 19. David Coleman  |
| 4. Pete Thelander | 12. Steve Simmons | 20. Fran Thelander |
| 5. Susie Coleman  | 13. Ron Simon     | 21. Elizabeth Page |
| 6. Karen Olson    | 14. Gene Olson    | 22. Linda Simmons  |
| 7. Dave Mathison  | 15. Linda Simmons |                    |
| 8. Joyce Edgar    | 16. David Edgar   |                    |

How did you do?

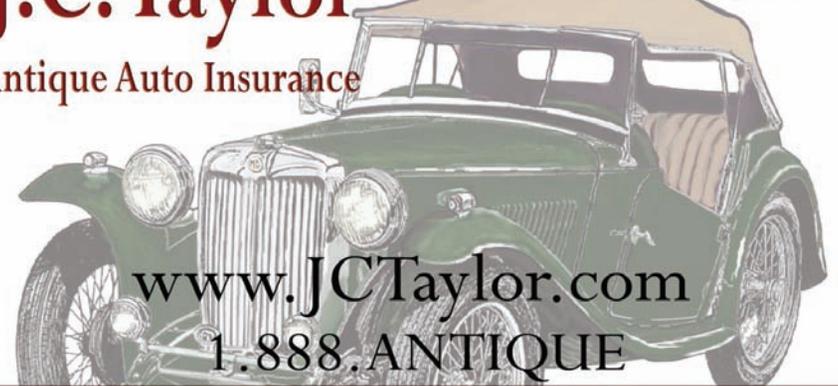
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