



First Class Mail



TC Motoring Guild MIDGET CHASSIS

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November 2012



A scene from the Golden Age of Automobiles. The chap pictured spent 425£ on this used TC in 1952 much to the dismay of his parents. See the video and others on YouTube (search for Golden Age of British Sports Cars, and view Part 1) or type in this URL: youtube.com/watch?feature=player_embedded&v=zYV1ceBBtJw

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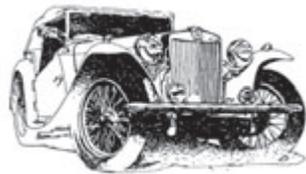
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President's Message



The MGTC Motoring Guild has an unusually rich history. Additionally, it has an amazing number of very long time members still actively participating.

PHASE ONE - job well done - Actually **PHASE TWO** and **THREE** job well done as well. In the 1960s we transported our kids, did rallies, parades and tours. In the 1970s and 80s we would cover nearly 200 miles on a Saturday tour with 9 TC's and 20 people. I recall when Donna and I organized a one day Run, a kind of "Frick and Frack" to five wineries in San Ynez Valley above Santa Barbara - Yes, all in one day.

However, it's been said - the last eight words before the death of an organization is, "We have never done it that way before." A brief Google search suggests the Guild is not alone - All thriving organizations seek renewal - Fresh solutions to old problems.

Other car clubs have found the following innovations helpful:

1. Assign **PARTNERS TO NEW MEMBERS** which must host at least one dinner with these new members.
2. Send out **FRIENDLY SURVEYS** to former members asking what they wanted more of or less of in our club.
3. Give **YOUR CAR AWAY** to responsible young TC enthusiast lost in the cost of starting a family, or discount the car significantly to those who will attend all Guild events for at least a year.
4. Find a **SPONSORING CAR DEALER/repair service** and find common ground in marketing both his/her business and the Guild. (we buy from him - he features our club)
5. On key labor intensive club tasks as monthly drives or programs create **TEAMS OF THREE** to share the tasks.

Maybe none of these suggestions would apply to our club - But this may begin a dialogue - a discussion about the future health of an association very dear to all our hearts.

David Mathison



Time to start thinking about our 2013 TCMG Executive Council. And beyond that there are many positions to help in running the Guild as well. Share the load with others.

800-667-7872

WWW.MOSSMOTORING.COM

Be sure to visit WWW.MOSSMOTORING.COM too.



A very nice note from David Stuursma at Moss Motors brought me to a very interesting web page on MossMotoring. It is comprised of a series of tech articles written by Mike McPhail who is a Healey guy but his articles pertain to many British cars including our TCs and they are a kick to read. I encourage you to take a look at the webpage:

www.mossmotoring.com/pint-size-projects/

Note that the part of pint-size has special meaning. Mike's theory is a bit of beer is an important part of any job but also means he breaks down various tech topics down to pint size in nature so are fairly quick to read and take in.

And if you are wondering why the Moss ad underneath here is upside down, it is on purpose. Hopefully it caught your attention and got you to read this. But hey, wouldn't it be so convenient if you could turn your TC upside down to work on it for some tasks?

Tuesday,
Oct. 23rd

7:00 PM

Note early start time



Ah... Yes!
Our October Meeting

Lasagna Night



THIS YEAR INSTEAD OF THE COSTUME COMPETITION WE ARE HAVING HALLOWEEN BINGO

PRIZES! PRIZES! PRIZES!



PLEASE R.S.V.P. TO LINDA SIMMONS AT linda@mgnuts.com or see directory for phone number FOR SIDE DISH ASSIGNMENTS

LASAGNA WILL BE PROVIDED BY CLUB

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.



Contact another TCMG member and carpool

Be Safe - Be Seen



Contact taterry@aol.com for details. \$85 each. Fits Y types also.

Convert your D-Lamp tail lights to LEDs, reduce the load on the Dynamo.

Sparking Interest in the TC



Steve Simmons offered the top two photos of his and Linda's niece (l) and nephew (r) with Linda driving. These are the same two who we pictured earlier in our Kids in TCs series (photo repeated at left). Difference is the earlier photo was taken 10 years ago. They had smiles then and had bigger grins this last time.

And speaking of the Simmons, Steve reports their new garage is progressing. Foundation and slab forms were set, rebar in and then concrete was poured on Monday, Oct 15 as shown below. At 1440 sq/ft there should be plenty of room for their toys (if they do not buy too much more <smile>).



And as Steve & Linda start their new garage, David & Joyce received a "Final" inspection on theirs. Almost three years in the actual building of it, it is about time they finished.

Welcome to Our Newest TCMG Member

Welcome

Brian & Jane Sonner

2700 Sleepy Hollow Court
Placerville, CA 95667
530-295-9406 (h)
530-748-9681 (c)
sonnerb@comcast.net
1948 TC 5381 XPAG 6100 BRG / Green

Please add this newest member to your directories

Brian purchased his TC in January of 2010 and completed a frame up restoration in July 2010. Has since driven it 15,000 miles and uses it as a daily driver. Also owns a three MGB roadsters.



Brian is also a cartoonist and he sent us a TC cartoon you will find on page 9.



In the September issue we welcomed Ron & Diane Spindler to the club but we now have photos to share.

Ron & Diane Spindler

Van Nuys, CA 91406
1948 TC 6439 XPAG 4395 Cream / Maroon

TC Gearing Options

Differential Ratio versus 5-Speed Gearbox Conversion

Today's driving conditions are much improved from when the TC was made. TC owners now find themselves motoring along on open quality roads versus the unimproved roads of the 40's. Hence there is a repeated question asked: How can I increase my speed on the open road without having to stress my motor with sustained high RPM? There are a couple of options available.

The stock TC rear axle differential ratio is 5.125. This original setup provides optimum performance hilly or flat with a comfortable cruise of @ 55 mph. If you change the differential ring and pinion gears to 4.875 or even 4.625 you will have better cruise performance. This means a lower RPM for the



equivalent speed w/ original gearing. The benefit is added driving comfort of less noise and most importantly reduced stress on an already aged motor. There is a down side however. If you encounter hilly conditions, this gearing can create difficulty. You will have to downshift resulting in low speeds and high RPM to accomplish the same as the old gearing in rising terrain.

Another option to consider is the replacement of the original gearbox with a 5-speed gearbox. For this setup the original 5.125 rear axle

8 gearing requires no change. And



for comparison, the first 4 gears of the new box essentially provide the same gearing as the old. So to this point old vs. new performance is the same. The real benefit in the 5th gear. You now have the equivalent of an overdrive allowing you to motor along comfortably on the open road with less noise, better fuel efficiency and less engine wear. And, when you encounter a hill, you still have the performance needed to negotiate it.



The recommended 5-speed gearbox is that of the Ford Sierra, an off the shelf item with availability of parts. If you are currently experiencing any mechanical problems with your clutch, gearbox, or driveshaft this conversion kit will solve those problems and on the whole probably save you money. This is because the kit essentially replaces most components from the flywheel

to the differential. It includes: new bell housing, clutch, gearbox, and driveshaft. The kit is virtually a "remove and replace" item and once installed is difficult to notice any change from the original. The kit does require minor modification of existing gearbox cover and prop tunnel.

Although a change of gear in the rear axle may be cheaper and suit your needs, it does not provide you the flexibility needed for changing driving conditions. The 5-speed by comparison gives you the best of both worlds: the classic driving performance of the TC with the added benefit of an overdrive gear. For further information availability and install of the 5-speed, please visit my website / tech tips / GE101- Gearbox, 5 speed.



Doug Pelton

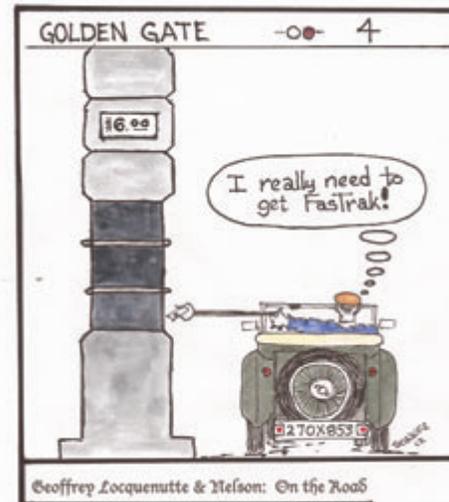
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Do you have the new office phone number?



Brian Sonner has been submitting cartoons to the Abingdon Rough Riders after Phil Frank passed.

Nice work Brian!

E. Alan Moss

Alan (Al) Moss, 85, founder of Moss Motors, passed away peacefully at his home in Sedona, AZ on Tuesday, September 25th, 2012, with his life-partner Lynda at his side.



In 1948, Al purchased a new MGTC, which was the start of his lifelong love of British cars and, in 1949, founded Moss Motors. He also put on and competed in many car events in California and was instrumental in starting the first GOF West in 1973. Al also was very active in Santa Barbara equine organizations, an accomplished woodworker, a folk music fan, an avid photographer, and he collected carousel

horses. He also competed in Observed Trials, a motorcycle sport. In 1977, Moss Motors was sold and Al semi-retired in Santa Barbara. He continued to restore vintage cars and be involved in vintage racing, competing for years in the Monterey Historics with his TC and his three-wheeled Morgan, as well as with several other well-known MG race cars. In his final days, Al mentioned that he had had a wonderful life, that he had done everything he wanted to do and that was at peace and ready for the next phase.

Two celebrations of his life are scheduled:

Sedona Elks Club,
Sedona, AZ -10/27/12, 3-5 pm

Santa Ynez Valley Presbyterian Church,
1825 Alamo Pintado Rd, Solvang, CA
11/3/12, 1:00 pm

All are welcome and encouraged to come with "Al" stories written on 3x5 cards.

You can also visit a memorial webpage and leave comments at:
www.mossmotoring.com/al-moss-will-be-dearly-missed/

Gene Wescott Visits His MGVA



Gene and Brian Wescott recently made a trip to Ireland and reunited with the 1937 VA Tickford they had restored years ago. The current caretaker is Tom O'Sullivan in County Wicklow. Tom also owns a Jag 10 Mark II, a TC and an Austin Healey.

TCMG Annual Holiday Meeting/Party

Sunday, Dec. 2, 2012
at 6:30 pm is the date and
time for our Year End Party
and Annual Meeting
with Toy Drive
and Auction

Cocktail hour starts at 6:30 pm. Come enjoy libations and fellowship with your fellow TCMG'rs..

Lucy McCanne is our Event Coordinator and can be reached at 323-463-9869 if you have any questions.

Valet Parking - \$7/vehicle

Dinners will be \$30 each (subsidized price) and include salad, entrée, dessert, tax & gratuity (Note: price will be \$40 after November 15th so reserve early)

Your menu choices are:

- Filet Mignon
- Grilled Swordfish
- Vegetarian Lasagna

Mail dinner reservations to:

Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020

Make checks out to:

TC Motoring Guild or TCMG

Please indicate who is attending and their choice of entrée

Include a check for dinners ordered

The Sportsmen's Lodge Hotel is right next door if you wish a room.

www.slhotel.com
12825 Ventura Blvd.
Studio City, CA 91604

800-821-8511

No rooms have been set aside for us.



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TCMG Holiday
Toy Drive

This year, toys will go to the YWCA San Gabriel Valley WINGS Shelter for families seeking refuge from domestic violence and new directions toward sustainable living.

This year it would be nice to focus our giving on older children and teens. Some suggestions to guide your choosing are **board games** such as Monopoly, Scrabble; **jigsaw puzzles** of nature, picturesque or historical places (of interest to adults and older children); **DVDs** of family-type movies; etc. Please choose gifts that do not require batteries and are non-violent in nature. Please bring toy donations UNWRAPPED.



TCMG Auction
with Art Ludwick
as Auctioneer

Bringing something fun for the auction. Proceeds help keep our dinner cost reasonable.

September TCMG Meeting Minutes

We met at Hema's Vintage Auto which turned out to be a real treat. Those who got there early were able to look around at all the great cars he had in what could be described as a showroom or museum. There were many artifacts



(mostly signs and toys), a couple motorcycles and about a dozen cars which were mostly British. If that were not enough, there were probably 8 or 9 other cars and parts outside awaiting attention (a TC frame included).



Our president and VP could not make it to the meeting so Steve Simmons, who arranged the meeting here, used his shoe to bang on the table (no gavel present) and brought us to

somewhat order at 7:57. We recognized a few guests including Jim Shade (organizer of the TABC group), Mike Keeffe, both TC owners and also Malcom & Joyce Buckeridge. Our

Only one TC was driven to the meeting. The Edgars earned additional points towards the Earl Sargent Award. Will they ever catch up to the Simmons?

hosts were Hema Ratnayake, wife, Janakie, and son, Ravin. What gracious hosts they were – even supplying paaaa.

Joyce gave a quick treasurer's report. We have money and 102 members. Since we had no president, or events chair we rolled right along touching on our next meeting in October which is our Halloween Potluck Dinner, and in November we have Pete talking on what it takes to race (understanding wife, money and time of course but what else?). December is our End of Year Annual Party which will be at the Sportsman's Lodge.

Lloyd Hendrickson announced that he sold his TC. New owner should pick it up on the upcoming weekend. Lives in the LA area so possibly a new member to our Guild.

And with that we ran out of business to conduct so broke for refreshments and a chance to see the back rooms of Hema's facility. So our seven minute meeting was adjourned at 8:04.

Submitted by

David Edgar
TCMG Secretary

Hema's collection and hobby is in the back of his microbiology laboratory. While he collects mostly British cars (Riley, Healey, Landrover, Austin, Morris, Jaguar, Rolls Royce, MG and more) he does have a few other makes (Citroen, Mercedes, BMW, Ford, Chevrolet, Packard).



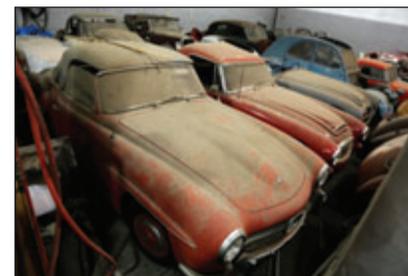
A prize winning Jag on display



Hema and son, Ravin, showing off an MGTD to Pete and David



David McCanne next to a brass radiator Model T Ford



A ton of cars awaiting attention in the HUGE back room area. Some are future projects but some may be donor cars. Packed in so tight we could not even get around to some of the cars. What an incredible shop!

Photos by Steve Simmons (except for the shoe photo)



A bullnose Morris which is where the Old Number One MG came from.



An old Austin Seven next to a Citroen of comparable age



Watch your step. Parts and cars everywhere.



Binford's TC For Sale

1948 TC 6973
XPAG 7797 Pewter / Red

A lovely old girl that still gives a run for our money when we do get her out for a short jaunt.

We would love to find a loving, driving home for her and hope you will share this news with interested parties.

She was completely restored in 1980 by Glen Binford and friends (->) She has always been garaged and covered and comes complete with Whitworth tools, luggage rack, leather suitcase and antique picnic box (also leather) with implements.

For additional information or to strike up a conversation, call me at 360-652-0363 or email me at pamg4@wavecable.com

Thank you, Pamela Binford-Grudin



~~Enthusiastic TC For Sale~~



1948 TC 5494
XPAG 6156 Clipper Blue/Biscuit

Excellent award winning Amelia TC. Car is in excellent condition. Contact Lloyd H. Grudin by email at lhg404@roadrunner.com or by phone at 626-286-9112. [Have patience with email, he does not check it often. And include a phone number as he probably would rather call than type.]

TC Wanted

Hema of Hema Vintage Auto is looking for a project TC to fix up. TC needs to be complete and will consider a basket case or non running TC. Hema just does not want to be hunting for lots of parts but is fully capable of rebuilding and restoring.

If you wish to sell yours, or know of one for sale, please contact:

Hema, at 626-286-9112
or
hemavintageauto@msn.com

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