



# TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

*June 2013*



*A classic MG and an open country road: this is what TC motoring is all about. New members John & Nancy Youens joined 75 other owners of veteran cars from all over the country for a 1200 mile tour of the beautiful Texas Hill Country, and have shared their experiences with us in this issue. Thanks John and Nancy and welcome to the TC Motoring Guild!*

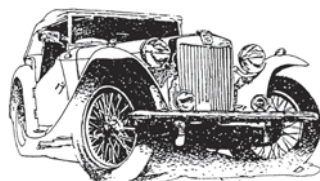
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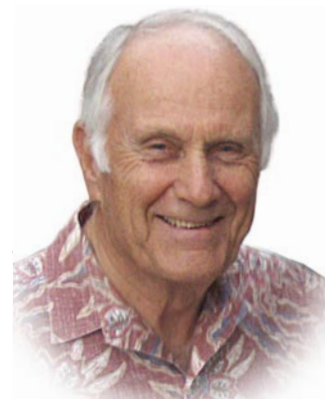
## The MIDGET CHASSIS June 2013

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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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Please Note: We try to make the technical information in this newsletter as useful and reliable as possible. However, our purpose is to provide classic car owners with general guidance and useful tips only. To the extent permitted by law, we accept no responsibility (including loss, damage or injury) for your use of the advice in this publication.



## President's Message By Gorden Bundy

The bitter So Cal winter of 2012/13 is now just a memory. Ice out seems long ago. Now is the time to be sure those TCs are ready for the touring season. The Guild has already scored several first class, A#1 events this year. Joe sez "the force" is NOT with the wildflowers this year. Could we reduce our dependence on wildflowers by spinning the event into The Wild Weed Tour and Picnic. The terrible anxiety that plagues all of us as to the state of the wildflowers as the event date nears will be a thing of the past. I can guarantee a favorable crop of wild weeds. Here at Rancho del Lago we have a great crop every year. Besides, I am told that the Flower vs. Weed thing is in the eye of the beholder. Now, you might want to reject this novel idea out of hand, but I remind you: desperate people sometimes must take desperate measures. All comments are grudgingly welcome.....

Ciao,  
*Gorden*

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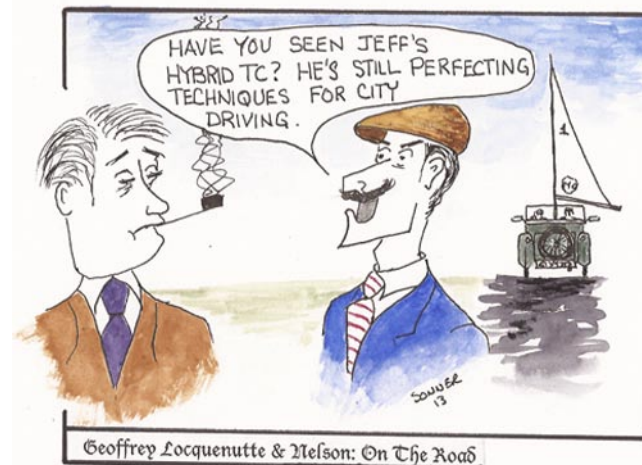
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COVER: Touring the Texas Hill Country by John Youens. See story on P. 9.

Cartoon by ARR/TCMG member, Brian Sonner



## April Meeting Minutes.....

Text by Lucy McCanne

TC Guild President Gorden Bundy greeted and welcomed everyone who attended the meeting. He asked for guests present. No guest(s) this time. However, our friend and member from Scotland, UK, Ernie and Elizabeth Page, attended the meeting and everyone was glad to see them.

Mr. Phil Toth, son of Ronald and Helen Toth, was our guest speaker of the evening. There were about twenty members in attendance.



Old Business: (1) The Burbank Tour - Kevin Kershaw who attended, described the Aeronautic Museum as very interesting; the 1870's home called a "Boom House" reflected a building spurt in Burbank. It was a leisurely tour and enjoyed by everyone. (2) The next day was the "Queens English Show" in Woodley Park. There were 5 TCs driven by members Joel Shapiro, David Reid, Ron Simon, Steve Simmons and Mel Appell. Ron Wong was also there but not his TC. Joyce Edgar reminded everyone that the money from the "kitty" during refreshments goes to the Halloween Party. The Edgars (David and Joyce) will be off on their May, June and parts of July "Alaskan Vacation" in their awesome motorhome caravanning with friends.

Events: For the May Event, Joe Douglass talked about his "Annual Wild Flower Tour" in Palmdale. It may not happen this year as the flowers are not in bloom.

The May 28th TC Guild Meeting is "bring your other car day" and those participating are encouraged to arrive at 7 pm so the cars can be lined-up and enjoyed early by those in attendance.

The "Fallbrook Event" from June 14th thru June 15th planned by Gorden Bundy will be on flyers in the next couple of days. Gorden will open his home on Friday at Bonsall, and Saturday we will be driving around winding roads and visiting the Antique Gas & Steam Engine Museum in Vista. Those who attended this event many years ago will surely remember the fun we all had.

George Kershaw reminded everyone of the Oct. 28th to Nov. 1st - Carefree, Arizona GOF 2013. There are now 70 registered attendees and counting. Our Arizona TC friends are adding more rooms for lodging and clinic meetings in anticipation of a large TC participation.

George and Kevin Kershaw had nice raffle prizes for the night. To mention a few: 1 lb. box of See's candy, a couple



## ....and Phil Toth Program

Photos by David Edgar



bottles of the Old Speckled Hen with an MG glass, the Thelander's donated sunshades and hibachi, a \$5.00 bill in an envelope with the Abingdon-on-Thames MG patch, and a lovely flower plant. A \$100.00 bill will be raffled at the Holiday Party at the end of the year. Future donations of items for the raffle are welcomed.

The most exciting event of the evening was our speaker Mr. Phil Toth, son of Ronald and Helen who have been long time TCMG members. Phil has been attending

our TC meetings driving his father's TC that was in storage for 30 yrs. Phil Toth is an avid sailboat racing and cruising enthusiast. For his demonstration he brought a gorgeous sail boat model, samples of sail materials and an audio-visual presentation of his sailing adventures. Sailing, sailboat racing and sail design and manufacture, is Phil's profession in life. He races from Newport Beach to Cabo San Lucas and Miami Beach in the United States. He has been campaigning for the Olympics for 7 yrs. He is an Australian / United States citizen, having acquired dual citizenship. He sails in Australian waters



into Europe and back to the United States in sailing races from 4 to 9 months. He filmed his participation in the America's Cup and Bacardi Cup 2012 in Miami. Phil sailed "Puma" at 35 miles an hour and other huge 70 ft. boats. The America's Cup speed of 60 or more miles an hour in catamaran type sailboats was exciting to watch on film. The TC Guild would like to thank Phil Toth for a great presentation of his sailing profession and adventures. His interest and involvement in the TC Guild is admirable. We wish him the best and hope to see him more at our meetings.

The meeting ended at 10pm. ●

Respectfully yours,  
Lucy McCanne  
Secretary





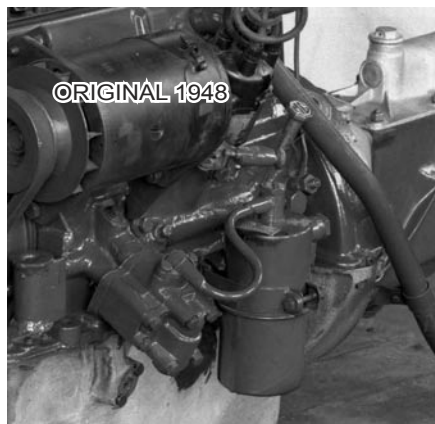
# Tech Topics

by Doug Pelton



## TC OIL FILTER- Originality and Evolution

There are many discussions of originality for various MG TC components. However, one area that has received little attention is the oil filter. Obviously, today's owner needs an oil filter but what were the original markings if you wanted to detail your car with a period correct engine bay? The following will trace the evolution of the TC filter and show you the 4th generation TC filter that actually replicates the original.



ORIGINAL 1943

According to Tom Wilson, who has studied numerous factory photos, the original filters hung on the TC were black and then painted with the engine. After that they added a sticker to the top stating to change every 10,000 miles. Abingdon probably purchased the filters in bulk from local filter manufacturers.

The prominent replacement filter suppliers were Fram, Model #PS821, with its iconic orange color and the Purolator MF17700A touting its famed "Micronic" technology. During this time, the filter companies were also advocating filter changes every 10,000 miles which is counter to today's advice.



1ST GENERATION FRAM

These filters were termed "throw-away." The main problem with these was that every time you changed one, you had to remove and replace the pipe connections which resulted in habitual leakage.



1ST GENERATION PUROLATOR

A second generation filter came on scene during the 1950's referred to as a canister filter. The primary advantage to the canister was that you no longer had to disconnect the pipe fittings for the filter assembly. You could merely split the canister and replace the



2ND GENERATION CARTRIDGE

internal filter which may be paper cartridge, "sock," or fiber. Today, the canister filters are becoming more and more difficult to find, are more expensive, and are also prone to the canister itself leaking. Therefore, the owners have turned to the 3rd generation spin-on.

The TC spin on oil adapter was a great leap forward. (see next page) The earliest variation was a cast alloy adapter which can be seen with an accompanying Lucas oil filter. The most recent variations are adapters machined from a solid alloy billet. With the spin on adapter, you can

now change your oil filter quickly and economically. No need to tamper with connections or canisters that could result in on-going leaks.



3RD GEN. SPIN-ON (EARLY)



3RD GEN. SPIN-ON (LATE)



10,000 MILE RYCO



STICKER W/ REPLACEMENT MILEAGE

Today, there is a 4th generation TC filter that combines the aesthetics of the original filter with the modern spin on feature. It is called the "hidden spin-on." The exterior case is painted in original Purolator colors and sports a retro label correct for the 1940's. However, there is an internal spin-on filter that is concealed by the outer casing. Access to the inner spin-on is gained by unscrewing the outer shell at mid-section. This is the perfect option for those wanting the best of both worlds: originality and modern functionality.



4th GENERATION-NOS (Left) NEW (Right)

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Doug



## Small Town TC

by Stan Belland

Cambria is a little town on the Central Coast of California. When we got a second home up there, I was presented with a dilemma – whether to take my beloved TC up to Cambria or leave it in Los Angeles. LA is really not a fun place to drive the car, what with traffic and freeways. I really didn't drive it much in LA. On the other hand, if I took it up north, I wouldn't even be able to take it to club. I opted to take it up north where the roads and the country atmosphere are ideal for TC driving. And so my car became a "small-town TC". When I got up there, there were several other TC's around the town. Bob McCarney, Clarence Weiss, Bill Hoak, Leo Pedersen and a couple other non-club members all had TC's in the area. It is statistically remarkable that at one time there were seven TCs in or near that little town of 6000 people. Life was good, what with parades and car shows and impromptu weekend wine tours. But not all the fun had yet been had.

When we're in town, my regular afternoon treat is the "Jolt." (My son Eric gave it that name.) It's a double shot of straight Italian espresso, and it serves to keep me awake almost all afternoon. I drive the TC down to the East Village and have my Jolt at one of the little tables in front of the French Corner Bakery on Main Street. Locals who come by stop to chat or just say hello and tourists almost always stop to admire and talk about the car. I've kind of become a local fixture – the old geezer with the little red car who sits in front of the bakery every afternoon. The girl who makes my espresso refers to me as "Stan, *del carito rojo*." It all amounts to a quiet and serene afternoon in Mayberry RFD.

Of course, I couldn't leave this perfect setting without pushing the envelope. The couple who own the French Corner Bakery are Miguel, and Lupe, a delightful and friendly couple who let me run a tab for my daily Jolt. I asked Miguel one afternoon if he would like me to drive my car in the annual Pinedorado parade as a float, advertising the Bakery. He thought it was a great idea, since a lot of people in town associated the car with the bakery.

Now, you have to understand the nature of this parade. This ain't your Rose Parade or even the "Doo-Dah Parade." Our parade features the local high school band, country musicians on the back of flatbeds, the Shriners on motor scooters from Modesto (a nearby metropolis), and people walking their dogs, both wearing matching outfits. Therefore, my small-town TC more or less qualified for entry.

We had some signs made up for the side of the car and Miguel put a big basket of baguettes behind the seat. Lupe and her little daughter rode along dressed in chef's caps and jackets and waving, cooking spoons to the crowd (which was estimated by some to be as much as 500). I wore a beret and (May the ghost of Cecil Kimber forgive me), I put some small French flags on the TC.

It was a small town, roaring success. As I write this, sitting here in LA, it sounds like something from another planet, but it was genuinely great fun. Miguel and Lupe have already asked me to do it again this year, and there's no way I would miss it.

8 Living (part-time) in a small town and driving a small-town TC feels pretty good. ●



## The Chrome Glidden Tour

by John Youens

Nancy and I spent a week in late April touring the Texas Hill Country in the TC. We belong to the VMCCA (Veteran Motor Car Club of America), which puts together yearly tours all over America. They have several different tours for different year model cars. The tour we attended is called the "Chrome Glidden Tour"

each day's drive. Each daily drive averaged about 120 miles with a mid-morning coffee stop, a lunch stop, and additional points of interest or shopping.

Before we left on the trip, we checked out the 10-day weather forecast and packed accordingly as Weather.com

predicted nicely warm weather. Sometime after we left Magnolia for Boerne, the weather changed for the cooler, and brought a bit of rain also. In spite of having to put up the side curtains one day in order to stay warm(er) and dry(er) we had a blast.

It was great fun meeting and talking to folks from all over the country. We even found a common friend among the Midland/Odessa folks who knew

John Holmes. Those of you who attend the Spring GoF in Salado will know John as "Sir Iron Butt" who consistently wins the long distance award for driving his MG TD to Salado.

Other than a couple of maintenance items consisting of lubing the speedometer cable and rotating tires, the TC performed perfectly. I did have to dig into my tool kit



and is open for cars built from 1935 through 25 years old.

This year, the Chrome Glidden Tour was based in Boerne, Texas and each day from Monday through Friday we took day trips to various small towns in the hill country such as Bandera, Fredericksburg, Comfort, Blanco, and the LBJ Ranch. Approximately 75 cars were on this trip from a 1935 Auburn to a 1986 Toyota Supra(!). Our 1947 MG TC stood out among all of the later, mostly American cars that made up the majority of the tour.

The tour is not a "follow the leader" type of tour, but instead each person is given a tour book that has the written directions for



and spare parts box to repair a '69 Jaguar XKE that had a bad brake light switch. All part of the fun of touring! When we arrived back in Magnolia, our odometer on the TC showed that we had traveled 1158 miles. I highly recommend taking your next vacation in your MG! ●



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.

## Tuesday, May 28th "Drive Your Other Car Night"

Bring an interesting vehicle that your fellow club members haven't seen, or just bring your TC. There will be a parking lot show before the official meeting, followed by snacks and chat about the iron parked outside. Previous years have seen some great cars show up, so don't miss out! Note the early 7PM start time for the car show. An unofficial dinner will precede the event.

## Ask the MG Doc

*Mike Goodman*

After years of experience repairing and restoring all models of MGs and mentoring their owners, Mike Goodman retired to the good life in Palm Desert, CA and looked for other ways to be of service: volunteering at the Palm Springs Air Museum and even at the local hospital. Now, at the urging of your Assistant Editor, he has agreed to share his knowledge about the cars you love, even your TDs, TFs, As and Bs! So don't be shy. **If you have an MG related question that has been nagging at you why not ask Mike, the MG Doc?**

**Question:** What can I do to get a little more "Umph" out of my TC engine without going to the expense of a major rebuild or supercharging?

**Mike:** When the TC engine was built in the late 40's, high test gas octane was in the high 80's to the low 90's. The distributor curve was set up for this fuel. The timing was set at top dead center. With today's fuel (high test) is rated at 100 octane, the distributor can be reworked with a better advance curve and the initial timing can be set to between 8 and 10 degrees before top dead center. The distributor needs to be taken to a shop that has a distributor machine. They can check or change the distributor cam, change the springs and modify the weights. The electronic ignition kits will not effect these readings. The fuel mixture should be checked at the tail pipe with a CO machine. The needles can be changed to get the proper readings. Altitude can effect these readings. ●



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## TCMG Events for May & June

### SANTA SUZANA HISTORICAL TOUR Saturday, May 25, 2013

Enjoy a multi-part driving tour of the scenic Santa Susana Mountains and learn about the early pioneering history of the region. See sights including:

- Santa Susana Train Depot and Museum built in 1903. Fully restored as a museum of not only train-related material, from small artifacts to rail cycles, but also with the rich history of film-making in the area. Countless westerns were made here back in the old days. Also see a HUGE working model train room plus videos on train history.



- Pioneer Church built in 1903 and expanded in the 1920s, this picturesque church has been in continual use for most of its' years.
- Minnie Hill Palmer House and gardens. Built in 1911, this is the last remaining homestead cottage in the San Fernando Valley. Small museum on site near the cottage. (We are still working on arranging a tour of this property.)
- Views of the original 1800's stagecoach road through the Santa Susana pass.
- Santa Fe train tunnels (built 1900-1904, still in use) traveling underneath the mountains....and other historic sights.

Overall driving distance is minimal, and entirely on side roads. Details on meeting time and place will be announced when they are finalized. Lunch will follow the event. Check our web site for more information at <http://www.tcmotoringguild.org/>

### SAN DIEGO DOUBLE DAY June 14, 15, 16, 2013

Friday, June 14th, assemble at Rancho del Lago for lunch. We depart at 2:00pm for a 15 minute drive to Robinson's Runabout Restoration Shop in Fallbrook. Tim and Brian Robinson will share restoration secrets. Then we will press on to the **Fallbrook Country Inn** to check in (after 2pm.)



- Friday dinner is open as is Saturday and Sunday breakfast. We will have suggestions.
- Saturday's big event will be Vista's Steam and Tractor Museum Semi-Annual "thrashing Bee." There will be special parking for TCs. TCs will also be included in the grounds parade. They are bringing out the Ancient Steam Traction Engines for this event.
- Saturday night banquet will be at Servanos Neighborhood Bar and Grill located adjacent to the motel. Be prepared to pay Servanos by check or cash.
- Make reservations for June 14 and 15th at Fallbrook Country Inn Website: [www.fallbrookhotel.com](http://www.fallbrookhotel.com). Limited rooms, make reservations ASAP.

## Register now for GoF West 2013

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Events for the week will include car display, tech sessions, special ladies tech event, funkana, roadrunner rally, and finally arts and crafts to include photo, model, and dioramas competition. All will culminate with an awards banquet. Resort reservations should be made directly with the resort, but be sure and use the link on the GoF West website or on the Registration Form to get the special Gof West rates.

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For those coming from inland: Go I-15 South, take Hwy 76 West. (Oceanside) In about 5 miles, you will turn right on Olive Hill Rd. (Look for ARCO Station on the right.) Then, after 1.1 mile, turn left on Via Puerta del Sol. Continue about 3/4 mile to Via Rancho del Lago. Turn right. (can only turn right) Continue down the hill to Rancho del Lago.

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Badge A



Badge B

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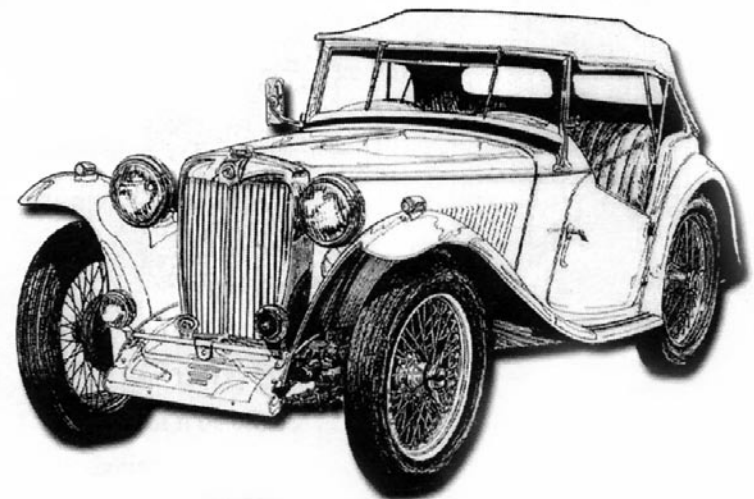
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