



**First Class Mail**



# TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

**October 2013**



*Perfect day for  
driving the TC.  
And a perfect day  
for a gathering at  
the Einhorn home  
for relaxation  
and eats.  
More info  
and photos  
on pages 6-7*



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## The MIDGET CHASSIS October 2013

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## President's Message

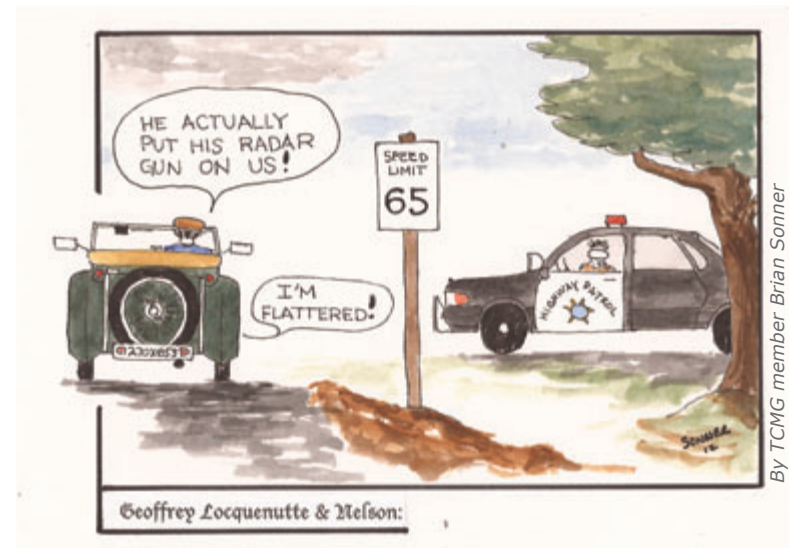
Picture This: You are perspiring at 8:00am with the sun full force in your face. By noon you are ready for the first of several showers for the day. You of the privileged class can seek relief by darting between air conditioned environments. We lesser luminaries of the outdoor working class can only stew in our juices. Whatever this is...it is NOT dry humidity Southern California...you know, the one we thought was our birthright. What the hell happened? Lets play the "blame game." Al Gore must be responsible. We were quite comfortable in denial until Mr Gore hammered us with "climate change." Now the Plague is upon us. Enough Al, put the genie back in the box. You are dealing with a desperate people. Would it help if we agreed to apply "Al Sharpton for President" stickers to our TCs Anything to appease the gods of humidity. OK, enough of this, I gotta hit the shower

Ciao...

*Gorden*

## TCMG Executive Council 2013

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By TCMG member Brian Sonner



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## Meeting Notice September 24, 2013 "Movie Night"



@ Simon Museum

15700 S. Broadway Gardena, Calif. 90248

Thomas Guide P734 C-5



7:00 PM, try to arrive early, see lot's of cars, kick tyres

Name on building now says "Coast Appliance" enter driveway and park in back where sign says, "Cornwell & Sheridan Classic Cars"

**PLEASE NOTE !**  
This month we are  
**NOT** meeting in Montrose



the chaplin collection ↑

**modern times**



Modern Times(1936) was Charlie Chaplin's last silent movie featuring his little tramp character Charlie also wrote the "smile" background theme even though the title & lyrics were not added till 1954. The "Gamine" character was portrayed by Paulette Goddard, (Marion Levy), who became Charlie's third wife shortly after the movie was released. The movie was not completely silent there are voices heard some sort of television scenes which are all original from 1936 Charlie also sings as the dancing waiter in the film. 85 min.

**Popcorn will be served !**  
**If lost call, 310-217-9060 or**  
**310-995-8974**

**Hello Guilders,**

There will be a raffle held at the meeting so be sure to buy your tickets. Will have goodies that Guilder's Can't Live Without !!

And remember that all tickets are eligible for the \$100 cash prize at our annual party in December.

Cheers, *George*



## Welcome to New TCMG Member

# Welcome



### Scott & Laurie Moote

2335 Sandy Lane

Vista, CA 92081

972-809-6066

scott.moote@gmail.com

1949 TC 7915 XPAG8645 Red / Tan

*TC previously owned by TCMG member Alan Moote (who passed away in May 2012) and his son Scott now takes over the privilege of driving and maintaining it. Alan had bought the TC through eBay in 1999 and had only seen photos of it before it arrived.*

## GoF West - 2013 in Carefree, AZ



The next gathering will be held at the

### CAREFREE RESORT & CONFERENCE CENTER

October 28 through November 1

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.

Make room reservations directly with the Carefree Resort,  
37220 Mule Train Road, Carefree, AZ  
888-692-4343

#### ROOM INFORMATION

Special GoF West Room Rate of \$142 plus tax per night.  
Resort Queen, Double Queen, & King accommodations are available.

Includes \$5 off Breakfast Buffet coupons per resort room.  
(Please refer to GoF West 2013 when making reservation.)

Registration \$60  
Attend in Spirit \$25

Register online or  
download a form  
at [GoFWest.org](http://GoFWest.org).

Editor's Note: Doug Pelton will be teaching 2 Tech Sessions at GoF West 2013 - Carefree. **"Keeping The Cars on the Road"** and **"Restoration Tips: How to Save Time, Money, and Aggravation"**.  
More information can be found at [www.GoFWest.org](http://www.GoFWest.org)

## Plan Now for the Event of the Year!



## 57th TCMG/ARR CONCLAVE

### Schedule for the Weekend

- Friday evening: Arrivals and Hospitality Room.
- Saturday AM: A driving tour is scheduled for Saturday morning. Details are still being worked out but it will include a stop at TCMG member Jason Len's shop, XK's Unlimited, to enjoy their 40th anniversary. Enjoy tours of their facility, restoration shop, etc. Also get discounts on parts ordered at the counter.
- Saturday PM: Banquet dinner at the Apple Farm. Menu choices will be available soon.
- Sunday AM: TC lineup and goodbyes. The TC lineup and photos will be held very near to the hotel. Details are forthcoming.
- Sunday PM: For those interested, there will be a car show at XK's Unlimited on Sunday and we are invited to attend. Discounted room rates will be honored at The Apple Farm for Sunday night.

### To Make Reservations

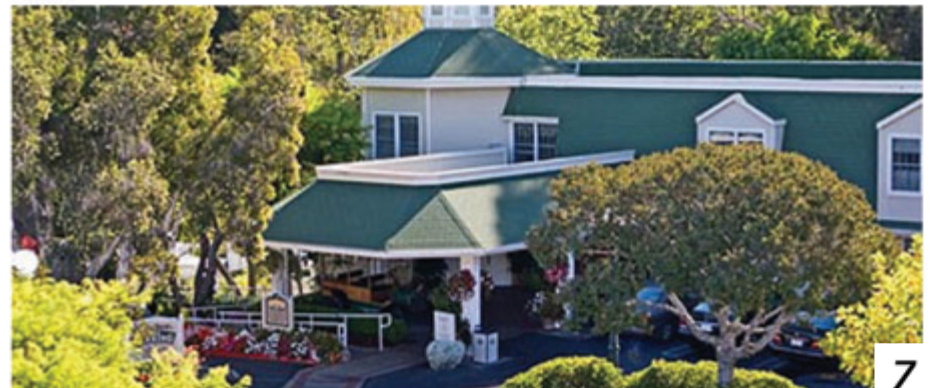
The Apple Farm Sales Dept.  
2015 Monterey Street  
San Luis Obispo, California  
(800) 255-2040

Rooms at the hotel vary greatly in price, so to ensure a low room rate be sure to book as early as possible! Ask for the sales department (not the front desk) and book under the group name "TC Motoring Guild". Our reservation number is 721200.

Special discounted rates on their lowest cost rooms available are as follows:

- Queen (one queen) Trellis Court Room: \$109 / night
- King (one king) Trellis Court Room: \$119 / night
- Queen (one queen) Trellis Court Room w/ private patio and hot tub: \$149 / night
- King Specialty (one king) Main Inn: \$179 / night
- Queen Specialty (two queens) Main Inn: \$199 / night

Larger rooms overlooking our private TC-only parking lot are also available at discounted rates.





## August TCMG Disney & Einhorn Event



The Disney Train Barn was great but the real jewel was going back to Larry and Kay's house for the Chicago hot dogs which were served by Larry in the backyard from his own portable hot dog stand. In addition to giant hot dogs there was chili and the largest corn on the cob

I have ever seen. This was topped off by Hagan daz chocolate ice cream bars. In short it was fabulous and Larry and Kay's hospitality was wonderful.

*Mel Appell*



The Disney/Einhorn event in August was spectacular! Who was it that said, "If you feed them, they will come," really understands the TCMG mentality when it comes to "motoring" events. Seriously, when Kay and Larry lead an event, everything is top notch. The Disney Barn Museum, preamble to the gathering at the quirky Einhorn residence, was interesting and close by. It drew out members who rarely attend events. It encouraged a considerable number of TC owners get their cars out of the garage and DRIVE THEM! It brought Norma and I home from vacation so as not to miss it.

I must make a point here. I think we could revive event participation in the local SoCal club by providing what everyone seems to want and what Steve Simmons has succeeded in doing in 2013: visits to interesting



local attractions coupled with intimate gatherings in local cafes or members' homes to top off day. Count us in out here in the wilds of Malibu for the later in 2014.

*Jim Crandall*



Photos by  
Steve Simmons





## TC Ownership in the '50s

It's been about a half-century since I owned a TC. I suppose my two biggest mistakes in life were 1] selling my last TC, and

2] allowing the years to slip by so quickly. (You don't want to know about numbers 3 and 4.) My name is Bill Stone. I was a member of the TCMG back in the day, and although I'm sure that owning and driving a TC is different now than it was in the fifties, I envy you guys. Lest they be lost forever here are a few of my memories of those long-ago TC days:

But first an aside: I had met John and Elaine Bond once or twice way back when they were starting Road and Track magazine in Eagle Rock in the fifties. About twenty years later I was loitering one day at Road and Track's new offices in Newport Beach, admiring Elaine's yellow TC sitting right there in the middle of the lobby, when she walked up to me and asked, "Aren't you Bill Stone?" I was astounded.

Sure our TC's were younger a half-century ago and parts were certainly easier to find (you just bipped down to your local MG dealer) but perhaps the larger difference in TC ownership then was that foreign cars in America, let alone sports cars, were a relatively new thing, not yet fully accepted by the Great Unwashed.

One cute remark we all endured almost daily was the call from a nearby Buick, "What's that thing going to be when it grows up?" Weary of suffering the fools, one day I responded with, "What are YOU going to be when YOU grow up?" Unfortunately this was aimed at a bull-necked cretin driving a delivery truck. At the next signal he got out of the truck,

**10** tire iron in hand, so I accepted that

cowardice was the better part of valor and showed him how spunkily a TC could accelerate.

Another encounter happened while I was refueling the TC at a gas station. A really old guy (Gad! Probably about my present age!) marched up to me and barked, "Are you a communist?" "Nope. Why do you ask?" "Well, you're driving a foreign car!" I carefully explained to him that this was a British car, and that England was not, the last time I checked, a member of the Communist Block. That seemed not to stem his anger one whit, so I pointed out that the United States exported far more cars than it imported. (Which was then true.) But nothing, it seemed, would ease his distress, and he stomped off in high dudgeon, quite possibly contemplating reporting me to the House Un-American Activities Committee.

Not only were our TC's younger, so were we. It would seem that a majority of today's TC drivers are geezers. That's a big difference. Most of us back in the fifties were just kids, and economic necessity meant that our TC's were our daily drivers. Young, single, male TC drivers were probably less successful in matters of romance than their brethren. In that long ago, judgmental era, it was presumed that only rich people had sports cars, which did lend a false aura of sophistication. At least you were higher on the social-acceptability scale than hot rodders or, heaven forbid, motorcyclists. That was okay to a point, but sooner or later the object of your attentions (and her parents) realized that you were dirt poor, barely able to scrape together the car payment, let alone the price of new driving lights. And then the fact that you refused to put up the top or side curtains in anything short of a driving rain storm tended to play havoc with the lady's 1950's hair style, and hence her fondness for you and your TC. Also, her parents likely thought

the right-hand-drive thing was just a bit squishy, not to mention that vague, ever-present suspicion that you just might be a communist. What those protective parents did not seem to realize was that their darling daughter's innocence was unlikely to be seriously compromised while she was sitting in a TC. What with gear shifters, brake handles, large diameter steering wheels, and lack of back seats all conspiring to thwart even your well-plotted lustful advances.

A foreign-foreign car story: My friend Jay Brennan was a TCMG member and an Air Force pilot stationed at Yuma, Arizona. Prior to Yuma, he had been stationed in Lybia, had bought his TC there and brought it to the States when he was reassigned. The car still had Libyan license plates, complete with Arabic script. We met in Palm Springs to attend the airport races there, and in the course of the weekend Jay parked his TC illegally. When he returned to the car there was a parking ticket on the windshield on which the cop had laboriously reproduced the Arabic script as best he could. I think Jay threw away the ticket. (I last saw Jay in 1972, by which time he was an airline captain, living in New Hampshire, and still driving his TC.)

Before someone arranged our use of the bank building you still use for meetings, it was always a problem finding a place for the Guild to meet. One member owned a business in Los Angeles named the Time Clock Sales and Service Company, where we met a couple of times. The coincidence appealed to me so in our newsletter ("TC Talk") I called it the TC Sales and Service Company. Unfortunate idea. They started receiving

mail from out-of-town members seeking TC parts.

In the fifties some of us spent a little extra and used the "real" Castrol in our engines. The actual castor oil. We liked to believe it made the exhaust smell wonderful.

Slaloms and gymkhanas were really big back then. If you were so inclined you could find one just about any weekend somewhere in Southern California. I had just finished my run through the course one Sunday, had parked my TC and was

watching other contestants in their attempts, when this complete stranger walks up to me and asks, "Could I borrow your TC for a run through the course?" After I recovered from my surprise, I said, "No." "Why not?" "For a reason similar to why you wouldn't let me borrow your wife."



*Bill Stone's TC in 1958  
Devonshire Downs in San Fernando Valley*

Why was it, I often wondered, did my owning a TC seem to make so many people angry with me?

If there was no slalom and gymkhana on a given weekend, there was likely a concours you could attend, or even a road race. It almost seemed there was a track of some sort in every second or third town. There were airport races at Santa Barbara and Palm Springs, semidedicated tracks at Pomona and Hansen Dam, and all-out race courses at Willow Springs and Riverside. Back in the earlier fifties, when I was still driving a TD (before I saw the light) there were even races down at

Torrey Pines near San Diego, until some nonbeliever turned the acreage into a golf course or something. Torrey Pines was a particularly fun place to watch races. You entered the area by driving onto the race

*(continued on next page)*

## TC Ownership in the Fifties-continued

course itself, so it goes without saying that you did a couple of brisk laps ostensibly looking for a good spot from which to watch the race.

Obviously this was before someone left the gates open and let all the personal-injury attorneys loose.

Getting back to TC idiosyncrasies.....

While in a driving rain storm still about ten miles from home, top and side curtains up, I began to smell burning electrical insulation. It's not fun peering through a bleary windscreen trying to see where you're going, while furtively attempting to locate an electrical fire. I finally happened to glance at the little wiper motor wire that exits the cowl and enters the windshield frame, and realized that its insulation was merrily bubbling away. Good old Brit electricals! I did make it home, but my left hand was pretty busy, between shifting and hand-cranking the wipers.

My last TC sported a pair a Marchall Fantastic driving lights on the badge bar. They were highly illegal in California as they were reputed to be so bright they'd nuke the eyeballs of anyone looking into them. But they were quite effective in persuading oncoming drivers to dim their high beams. One could not leave them on however as they pegged the ammeter on the discharge side when they were burning.

Another day and another rain storm: I was parked at the fence at Pomona, envying the perfect racing skills of Ken Miles driving a Porsche Spyder (Miles was most famous with us for having raced his T series MG specials.) It began to rain, and rain hard. Up goes the top on the TC, and then the side curtains. Big problem: the side curtain compartment was empty. Someone had stolen them. Who knows when; I'd not used them for

12 months. The harder it rained the less

enthusiastic I became about the racing, so finally headed for home. It didn't seem too bad. Very little rain was coming in the sides, so I wasn't getting too wet. That is until I was passed by a big rig and a wall of water came in one side, right through and out the other. Then suddenly there seemed to be nothing but trucks on the road! Things were pretty soggy in there by the time I got home.



*Bill Stone entering Yosemite in 1957*

I was driving home alone very late one night, way out in the boonies, and while shifting, there was a BANG and the clutch pedal went limp. Obviously the linkage had let go. What to do? As was my usual condition those days, I had little money, no credit cards, no one to call. And every gas station I passed was dark anyway. I was on country roads with little traffic and no stop signs so I just kept going, practicing shifting sans clutch as I went. I got pretty good at it. Let off on the accelerator a bit, slide the tranny into neutral, get the revs up about right, and ease the shift lever into the next gear, up or down. After a few tries I could even get down into first without producing expensive-sounding noises. This wasn't so bad. Except for starting from a stop, who needs a clutch? Eventually I came upon a red light. Moderate panic. But there was a closed gas station on my right, so I got down into first before the intersection,

swung right at the corner without stopping, then right into the gas station, and right again onto my street. The second time around the signal had changed so I drove on. Eventually I came to a freeway.

Then it was a breeze. Top gear all the way. Between the end of the freeway and home, however, there was one more challenge: I came upon a red light with a stopped car in front of me and no escape route. I had no choice but to shift into neutral and shut off the engine. When the signal changed, I crossed my fingers, put it in first and pulled the starter knob. It worked! The engine started and with only a little bucking and heaving, we got under way. The next morning I crawled under the car and found the broken linkage chain to be an easy fix. From that time on I kept a chain repair link in the tool box.

My third TC (why I owned three in the course of eight or ten years is a long, foolish story that I'll not go into here, except to plead that I was a spectacularly dumb twenty-something) had a stage-2 factory engine, and had so much "stuff" that first gear was nearly useless. (I later learned that there were alternatives to rear-end gearing that would have fixed this, but I couldn't have afforded it anyway.) I remember a TCMG sponsored rally that was also a gas mileage competition. People didn't worry much about gas mileage then, but we did pride ourselves on driving economical, small-engined cars. That stage-2 engine gave my TC all of thirteen miles to the gallon! I scored rather poorly in that competition.

An appreciation of quick steering (even with the slop): I was driving on a two-lane, high-desert road on my way to a race at Willow Springs. Although it was just about bumper-to-bumper traffic, we were moving along fairly well. Probably fifty or fifty-five. Suddenly the cars ahead of me were stomping on their brakes. Without thinking I swerved right onto the dirt and got stopped okay. The (Detroit) car that had been behind me did a swell job of

rear-ending the (Detroit) car ahead. Parts and glass flying everywhere. I shudder to this day imagining what my TC would have looked like if I'd not gotten out from between them.

I once strapped a luggage rack and suitcase against the spare tire and took off up California's Highway 1. If you're familiar with Highway 1 through Big Sur you'll agree that this road was made for sports cars. (Of course in those days you didn't get stuck behind ninety-year-old, retired Kansas farmers driving Greyhound-bus-sized motor homes at something under 15 MPH.) It was terrific; it was exciting; it allowed me to believe that even Ken Miles would have been impressed with my heel-and-toe driving skills. Narrow road, sharp turns, sheer cliffs, little traffic, wonderful scenery, ocean breezes. Great fun.

I was also into 8mm "film making" in those days, so had brought a camera and had instructed my young lady passenger in its use. Of course, driving north and the TC's right-hand drive combined to put her on the precipitous-cliff side. My mistake was in telling her that should we go off a cliff to be sure and keep the camera rolling. If we survived we'd make a fortune off the film. By the time we reached Monterey it had become obvious that she was gazing upon me with decidedly diminished ardor. In fact she had inexplicably decided that she would much prefer to be at home in the protective arms of her dear mother.

So my advice to young men (in the unlikely event any would seek it) would be that before buying the ring and asking that momentous question, a fellow should get hold of a spindly, spartan, classic, British sports car and take his beloved on a spin through Big Sur. Learn the extent of her trust and devotion. Ascertain whether she's truly made of sporting stuff.

*Bill Stone*



## August TCMG Meeting Minutes



The meeting started with President Gorden Bundy presiding, Treasury Report posted on the wall, raffle prizes laid out for members to see. The minutes of the last meeting were read and approved.



We welcomed Terry Schuller, wife of David Reid who attended the meeting for the first time and to David and Joyce Edgar who are back from their Alaska vacation. Joyce mentioned a new member, William Uerkvitz from Lynn, MA.

Our appreciation and thanks to Kevin and George Kershaw for the delicious refreshments enjoyed by everyone. Mike Goodman and wife Sharon and Annabel Goldstein met the Kershaw's at a restaurant in Crystal Cove. They asked to be remembered to all their Guild friends and hope to see everyone at the 14 Holiday Party on December 8, 2013.

### Old Business:

The Disney Museum, Travel Town Event planned by Larry and Kay Einhorn was enjoyed by everyone who attended. There were 40 people in attendance and 6 TCs and MGA. The museum has interesting Disney exhibits. The group drove the Hollywood Hills to the Einhorn's home in Woodland Hills. The creative and artistic studio prop in the bathroom and around the house was enjoyed by everyone as well as the "hot dog" lunch. Another good time had by all.

### New Business:

1) A flyer will be out on the September 24th "Movie Night" at the Simon Automotive Museum in Gardena. Ron Simon and his brother David will be hosting the event.

Steve suggested a visit to Petersen's Automotive Museum at Wilshire Blvd. in Los Angeles as a future event. There were positive inputs by Gordon Glass, David Reid and Joe Douglass.

2) Steve mentioned the Conclave on Oct. 4th to Oct. 6th, at San Luis Obispo. "Apple Farm" is the lodging of choice and members planning to attend should try to make their reservations early.

3) It was decided to include an advertisement of Citybank in the TC Newsletter as a form of appreciation for providing the meeting room in their premises. Gorden Bundy and Editor, David Edgar will pursue this item.

4) Joyce Edgar mentioned the TC Annual Holiday Party on December 8, 2013, for everyone to save the date.

The big raffle winner of the night went to David Reid who won an extra free drawing ticket for wearing the best Hawaiian shirt. His wife, Terry, won a "protective knockoff wrench for changing TC wheel(s).



### Program:

David and Joyce Edgar's North to Alaska 4-29 to 7-24, 2013 Vacation was the highlight of the meeting. Statistics such as 8,900 motor home miles round trip from their home in San Diego to Alaska, 16 fuel stops, 885 gallons of diesel consumed driving. This vacation was a total of 87 days; 41 days of which was in Alaska.

The power point presentation featured selected photographs of the 5,000 photos that were taken. They visited Whistler, British Columbia, once the site of GOF West, stopped by a Museum of old cars, enjoyed the double steer

bike built by Marl Brown. They drove Alcan Highway and Top of the World Highway. The Edgar's drove to Munchos Lake and Watson Lake; stopped and enjoyed glaciers and ice crystals. They drove by the Yukon River. The pristine Alaskan countryside had ample supply of animals. Bears, herd of moose and elks, all captured in photographs taken. They shared in small plastic bags, collections of unique rocks and moose pellets for



amusement. At Fairbanks, Alaska, they visited with Gene Wescott and his son Brian, a long time TC member. They drove to Fountainhead Automotive Museum along the way. In addition to driving the motor home, Joyce and David accumulated 400 motorcycle miles and 620 miles of their tandem bike. The presentation was interesting and enjoyed by everyone in attendance. Our thanks to David and Joyce Edgar for sharing their adventure in Alaska.

An internet site: [dandjramblings.blogspot.com](http://dandjramblings.blogspot.com) (for more detailed info )

Respectfully yours,

*Lucy McCanne*



## Getting the Youngsters Interested



Here is Simmons' nephew, Connor, learning to work with his hands in their garage. He was visiting with them for the weekend so he could go on the August TCMG event. Once Steve showed him how the mill worked, he couldn't take his hands off it. He spent the next hour lining up the drilling head with dimpled points on a piece of metal.

Note that lack of proper footwear and eye protection is because the machine was not plugged in! He was simply learning how to work the hand controls.



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**citibank**

Thank you Citibank for providing a place at your Montrose location so that we have a place to hold our monthly TCMG meetings.

A TCMG newsletter from April 1958 said we have a new meeting location at Glendale Federal Savings in Montrose. Bank has changed names a few times over the years but we do still meet at the same building at the same address. Has been over 55 years that we have met there now.

TCMG President back then was Earl Sargent and VP was Harvey Schnaer. Dues were \$4.00, club badges \$4.50 and postage to mail the newsletter was 3 cents.

## TCMG Annual Holiday Meeting/Party



**Save the Date**  
**Sunday, December 8, 2013**

**6:30 pm at**  
**The Sportsman's Lodge**  
**in Studio City**



Good dinner and friends.  
Come see how many shekles  
auctioneer Art can get us to  
shack out of our wallets!

Thanks to  
**Lucy McCanne**  
for hosting the party

### TCMG Holiday Toy Drive

We will collect toys and or other items again this year to donate to an institution. We will provide specific information on this next month.

Don't forget to bring  
something for our club  
auction - anything MG  
or car related.



### FREE TCMG TClincs

**TClinc**  
TC FRONT WHEEL BEARING CONVERSION  
by Jack Berry

This conversion requires no machine work, it is inexpensive and it gives you exact adjustment of the front wheel bearings. It does take time to get it right though.

1. Retain items marked 1, 2, 3, 4, & 5. All other internal parts will be discarded. Note that item 3 is necessary to add to axle rigidity when assembly is torqued down.
2. The following is a list of parts needed for both front wheels.
  - 4 - 07204 (trimken) cups (bearing race)
  - 2 - 07079 (trimken) bearings (outside on spline)
  - 2 - 07097 (trimken) bearings (inside on spindle)
  - 2 - 14939 grease seals (needed if old ones are discarded (item 3 above))
- 1 - tube 7212 Loctite cement to secure cups (bearing race) in hub at A-A & B-B
- New cotter pins (item 6)
- Various shims (item 7) as needed to adjust wheel bearing play. 1/4" ID x 1 1/4" OD
- .005 shims (item 8) as needed to align the nut for the cotter key (item 6). 1" ID x 1 1/4" OD

(note: shims can be bought at machine shop suppliers, or you can make your own if you have shim stock. MGB shims could also be used for item 7)

**BEARING INSTALLATION**  
Before installing the cups be sure to clean all of the grease and dirt from the hubs by using soap and water and lacquer thinner. Any grease will interfere with the holding ability of the Loctite.

If your hubs are worn and the cups go in easily then it will be necessary to use Loctite to secure the cups to keep them from turning in the hub. I have found that some hubs are not worn and the cups will not go in even under considerable pressure. In this case it will be necessary to heat the hub with a torch until the cup will go in with a slight pressure. If it is necessary to heat the hub then the Loctite will not be required. Install one cup at point "A" and one at point "B". The seals go in at point "C". Be sure to install the inside bearing before installing the seal.

Note: If Loctite is used it is recommended that the hubs be placed in an oven and heated to set the Loctite but I have found that it holds very well after it has had time to dry.

**BEARING ADJUSTMENT**  
To adjust bearing play, add shims (item 7) between the spacer and the bearings (.025" is a good starting shim) or remove material from spacer to achieve adjustment when nut (item 5) is tightened (70-80 ft. lb.). This is done by trial and error. Trim shim OD if necessary if they bind on bearing. Use of a dial indicator may speed the process by indicating existing play. Try to get a little play as you can without any bearing drag when rotating wheel. You may want to install seal (item 2) after all this trial fitting is over. Once proper bearing adjustment is achieved then add shims (item 8) as needed if necessary to achieve cotter pin alignment at 70-80 ft. lb. These last shims do not affect bearing play, only slot/cotter alignment.

Make sure concave side of washer (item 4) is facing nut. First printed by TCMG in 1974. Revised in 2005

TClincs are put out by the TC Motoring Guild — www.tcmotoringguild.org

The TCMG has a collection of over 60 TClincs that we have assembled over the years and cover a variety of technical topics. We have made them all available to you free of charge on our club website. Just visit [tcmotoringguild.org/tech/](http://tcmotoringguild.org/tech/) and choose the one you are interested in to download and print.

While most of these contain valuable information on keeping your TC road worthy, some are outdated in that spare parts that once were not available years ago are now available again such as the split D-lamp.

If you do not find a topic you need then suggest to us your need and maybe we can write one up.

## 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](mailto:pamg4@wavecable.com)

Thank you, Pamela Binford-Grudin



*Note: TClinics  
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## Club Regalia

- TCMG Car Badge A** ..... \$25 (\$30 if mailed) members only
- TCMG Car Vintage Badge B** ..... \$30 (\$35 if mailed) members only
- TCMG Cloth Patch** ..... \$5 (\$6.50 if mailed) members only
- TCMG Lapel Pin** ..... \$3 (\$5 if mailed) members only
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- MG TC Pin & MG Car Club Pin** ..... (inquire)
- "MGTC Specifications"** -What is and what isn't stock on the MG-TC?  
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A

### REGALIA CHAIR

Linda Simmons [linda@mgnuts.com](mailto:linda@mgnuts.com)

B



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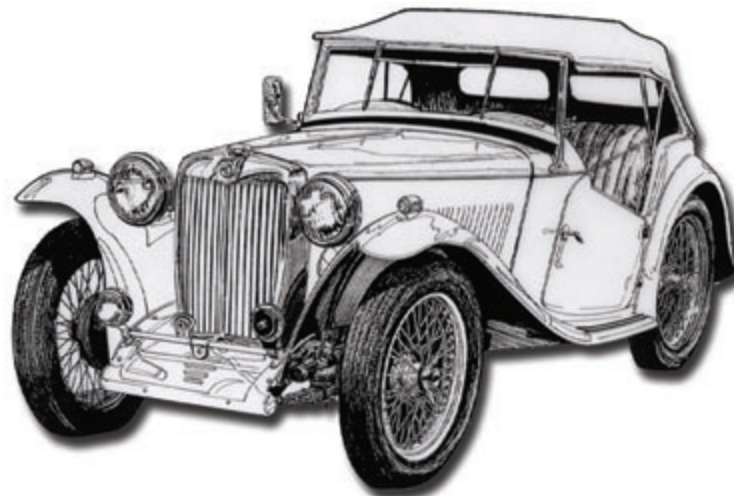
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