



MOTORING  GUILD

60th TCMG Anniversary

# MIDGET CHASSIS

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**August 2014**




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## The Midget Chassis

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



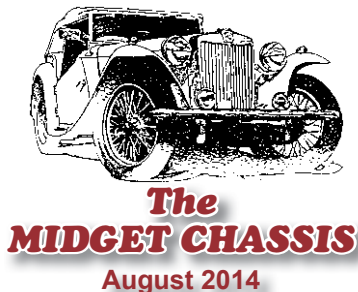
**Tuesday, July 22th 7:00PM**  
"Adventures of a Commercial  
Airline Pilot," and other stories.

TCMG Meeting held at:  
Citibank Community Room  
2350 Honolulu Ave., Monrovia  
GPS coordinates:  
N 34.206 W 118.229  
Meeting room entrance is at the  
rear of the bank – downstairs.

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**August 2014**

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COVER: Pete and Fran Thelanders' TC cockpit complete with Tilley touring headgear.

## President's Message

by Steve Simmons



Here we are again, with GoF West looming on the horizon. This year it's being held just around the corner in San Diego so for those here in Southern California there is little reason to miss this great event. If your car is ready for an afternoon drive then it's ready for GoF! And don't forget about the car display being organized by Joyce Edgar on the morning of registration. This is for a good cause so be there if you can!

We've just returned from our July event to Adamson House where four TCs and two Jaguars graced the parking lot. It was great to see everyone out and enjoying their old cars, even the ones with the big cat on the bonnet. We got a lot of attention from all the beach-goers, one even taking the time to place a fake citation on the Einhorn's car. The crime noted on the ticket was for driving a car so cool that it made everyone else look bad. I can't disagree with a ticket like that.

The weather is great, so keep bringing those TCs out to meetings and events. The presenter at our next meeting on the 22nd should be most interesting. We hope to see you there with or without a car so cool that it makes everyone else look bad.

Steve



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Citation # 3109008009

Offense Date 7/12/14 Offense Time Issued

License # Time Marked

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Driving like a d-bag

Being so cool that others look like d-bags ☒

Being a Freak of the Week.

Other

Other Mamma

Best Funky

Payment is not required within 21 calendar days of violation or penalty much more. However, if you must, we'll take it. On the internet, you will be absolutely nothing.

MOTORHEAD MAMA



## June Meeting Minutes.....

by Lucy McCanne

It was a lovely summer day and five MGTCs, a white Jaguar and a couple of modern cars parked along the driveway of the Henkels' residence in Pasadena, California. Members arrived and greeted each other. They walked about and others eased slowly into chairs placed around cloth covered round tables adorned with potted flower plants. There was an MGTC wooden lawn sign stuck in the ground. A podium, the front of which the MGTC banner hung, faced the tables.

By the garage, Tony Henkels was surrounded by car enthusiasts admiring his 1928 Lincoln Sedan, the Jaguar, and interesting items. The Henkels invited a friend, Bata Mataja, who owns a car shop at Sun Valley. According to Cindy, the shop has interesting automobiles and related items that may interest a visit by the TC club.

Some members walked over to the refreshment table filled with appetizers, chips, dips, fruits and beverage, identified by cute place cards. Everyone proceeded to eat the sandwiches and salads they brought. When finished, they got in line for desserts. There were trays of cakes and coffee and tea. Cindy Henkel, our gracious hostess, baked the cakes, prepared appetizers and organized the party.

TCMG President Steve Simmons stood behind the podium at 8:15pm and started the meeting. He thanked Tony and Cindy Henkels for their hospitality and for hosting the party. This is an event everyone looks forward to attending every year.

Steve welcomed new member Garrett Hanes who came with his two children, Anthony and Brianna. They drove all the way from Redondo Beach. A welcome was extended to all in attendance. The Edgars, before going on vacation, sent an email to the board with attached Treasurer's Report. Steve shared the report with everyone.

### OLD BUSINESS

Recapping an item brought up by Jan Sorensen during the May meeting was her suggestion to change early meeting start time to 7pm instead of 8pm. A motion by Mel Appell to move for a vote was approved. Effective in July, the meeting start time will be 7pm. Doors will be open at 6:45pm.

Cindy Henkels stated that Don McLish found the travel banner. This is good news to the club as the travel banner is smaller and easier to transport during ride along events. Thank you Don.

Steve reported on the cherry picking event that was well attended and enjoyed by club members and their families. Garrett Hanes children, Anthony and Brianna came along and were joined by Ron and Bobbie Simon's grandchildren, Leah and Danielle. Linda Simmons concocted a delicious non-fat cherry shake, a recipe she shared in the July newsletter. She prepared "goodie bags" that were distributed and appreciated by everyone.

Joe Douglass recently called Clarence Weiss, an old friend and member. Clarence is reported to be doing fine. The filming of Joe Douglass Interview by channel 4 of London, England in December 2013 was aired a few weeks ago overseas. The club hopes to get a copy. It will be shown during one of the monthly meetings.

Jim Crandall, Assistant Editor, reminded members who plan to contribute articles for the August newsletter, to send them to him at [crandallonline@yahoo.com](mailto:crandallonline@yahoo.com). We would like to thank Jim for his assistance in gathering info, editing and publishing.

### NEW BUSINESS

A review of Meeting Programs and TC Events

July 12th – Adamson House and Malibu Lagoon Museum; tour limited to 20 people

July 22nd – Airline Pilot Adventures by Bill Ipolito/Gorden Glass; Montrose location

4 August 25th – TCMG Car Display /Nursing Home, El Cajon; hosted by the Edgars.



## ....and Annual Picnic

Photos by Jim Crandall, Pete Thelander & Lucy McCanne

August 25th – 29th – GOF West/ San Diego, California

September 23rd – Simon Automotive Museum – hosted by Ron Simon/ Gardena location

October 3rd – 5th -- Sonora, California/ 58th Annual TCMG/ARR Conclave

October 28th – Halloween Pot Luck Dinner/ Montrose location

November 25th – Underwater Photography –David Reid and Terry Schuller/Montrose location

December 7th – Annual Holiday Party at Sportsmen's Lodge; hosted by Linda Simmons

In addition to continuing topic on flight, a visit to Santa Paula airport is planned for September. Gorden Glass mentioned that a hanger storing antique radios and other memorabilia is open for viewing. The date in September is to be determined.

A motion by Linda Simmons to a vote was Dec. 7th or Dec. 14th for the Annual Holiday Party. The membership approved December 7th. The first weekend of December has always worked well in the past, considering December is a busy month. It will be held at Sportsmen's Lodge, Studio City, California. More details to follow.

Steve Simmons mentioned that John Seims of the Vintage Car Club has purchased items to be auctioned or sold at GOF West. There is also Rick Pullen and Doug Pelton as other suppliers. However, Gorden Bundy, ex-officio and Raffle chair, volunteered a TC Brooklands steering wheel from his personal collection as the gift to GOF West from the TCMG Club. This is a generous gift that is appreciated and will forward information to Treasurer, Joyce Edgar who is on vacation.

When all was said and done, Steve Simmons adjourned the meeting around 9pm after an evening of fun, food and fellowship. ●

Respectively yours, *Lucy McCanne*



(Please turn to P.12 for more photos)



## Roots-Part 2

by William B. Porter

*Note: This story is about TC/3399, now owned by TCMG member John Wright. Bill Porter was the former owner and the NEMGTR originally published this in The Sacred Octagon in the mid 1980s. John checked with Knudsen and got permission for us to reprint.*

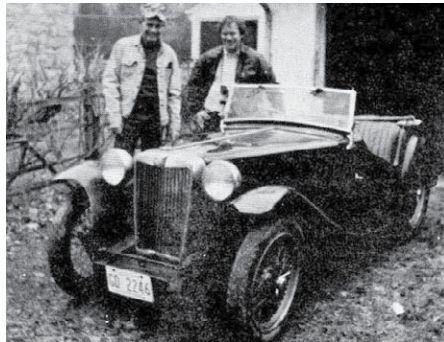
Late in the evening of Oct. 18, 1947, Smith Hempstone ("Hemp") Oliver arrived in Washington, D.C., driving his new car, TC/3399. Hemp was no stranger to unusual cars. His everyday transportation at the time was a 1930 Packard Speedster. But he was amazed at the reception the little MG received from everyone who saw her.

That first winter, Hemp hardly drove the TC. He couldn't bear the thought of tracking mud and slush onto her new carpets. He did fit a water temperature gauge and a rear view mirror to the dash. He also removed the fan blades (for "one extra horsepower") and filed the steering stops to improve the turning radius a bit.

In 1948, he raced the TC at the one mile dirt track at Langhorne, Pa. He finished third, behind Phil Stiles (TC) and Dudley Wilson (blown Mercedes). He also competed in a couple of hill climbs at Shawan near Baltimore.

When Hemp decided to sell, it was a Baltimore man, Don Millians, who found a buyer. On Oct. 19, 1949, for \$1500, Tommy Galvin bought the TC. She was just two years old. Hemp was 37. He had put under 20,000 miles on the car. Tommy was 22, and still in college. During the next five years, he would put over 40,000 hard miles on her.

Don Millians' apartment building was sort of the center of the Baltimore MG



*This is the way it was when Bill dragged TC/3399 out of the garage of owner #3, L. Bruce Murdock. Bruce is the one with the hat, and Bill the one with the happy smile.*

STATE OF NEW YORK—DEPARTMENT OF TAXATION AND FINANCE—BUREAU OF MOTOR VEHICLES									
7C3175 OCT 17 1947		PASSENGER VEHICLE		Reg. Fee \$		Fog Paid \$			
PLATE NO.		DO NOT WRITE IN ABOVE SPACE		1947		Registration			
VALID FOR DESCRIBED VEHICLE TO MIDNIGHT JAN. 31, 1948									
Print Name		Smith Hempstone Oliver							
Address		Street and No. Strong's Neck							
		(Residence, if Individual, Otherwise Business Address)							
City or Post Office		Zone		State		N.Y.			
Setauket									
4. Year	5. Make of Vehicle	6. Type	8. Weight	9. Model					
1947	M.G.	rdstr.	#1600	TC					
10. Cyls.	11. Serial Number	12. Engine Number							
4	TC3399	XPAG2999							
X Smith Hempstone Oliver									
(Sign Name in Full —in Regular Handwriting)									
(State if Partner, or Give Title if Officer of Corporation)									
The accompanying plates have been assigned to the above named to be used on the motor vehicle herein described during 1947 and January 1948.									
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IF VEHICLE IS DISPOSED OF, KEEP THIS STUB									
FULL IN REVERSE SIDE TO OBTAIN CREDIT ON NEW REGISTRATION									

*It's almost 30 years since TC/3399 was first registered in New York State. Here is the original registration.*

group then. Around the building was a wide asphalt circle, and around the circle, day in and day out, and late into the night, roared many an MG TC. There were eight or ten in all, and the party lasted well into the 1950's.

By 1951, after several hill climbs in Greenspring Valley, Md., Tommy's TC had the reputation of being "about the fastest one around." By 1952, she was supercharged, and soon she was blowing a lot of oil. By 1953 her engine was too loose even for such tried and true remedies as the "old underwear button trick" (increasing the spark enough to burn off the oil by gapping it across the holes of a bone button.)

Soon Tommy thought he had a "better idea." He bolted in a Ford V-8 engine with Ardun heads. This operation required the removal of the tool and battery boxes, but no welding of the frame. In this form the car would "go like hell up to about 55, but never reach 60." After a couple of months, unable to find a suitable geared rear end, Tommy decided to go back to the original engine but with the following modifications:

- The block and all moving parts were delivered to Frankie Delroy's speedshop in Paterson, N.J.
- The block was bored to about 1490 cc's and everything was balanced to 8,000 R.P.M.

- A new head was race prepared, and fitted with Webers.

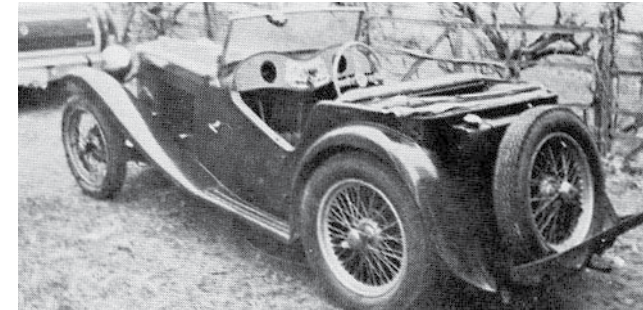
Running without a head gasket, the old car could "peel the tires all the way down the street without even popping the clutch."

Tommy recalled this with a mixture of pride and embarrassment, and admitted that it was not long after this that the bearings went. When that happened, in about 1955, Tommy took the car down completely and intended to restore her. He refitted the old head and S.U. carburetors, replaced some wood, sandblasted and painted the frame and had the engine rebuilt a second time.

Five years later, the car was still far from completed when Tommy was called to Paris on business.

It looked like a permanent move, and Tommy decided he would have to sell his faithful old TC.

Once again Don Millians found the buyer. He was Bruce Murdock, also of Baltimore. The price was \$500. It was March of 1961. Bruce had been a member of



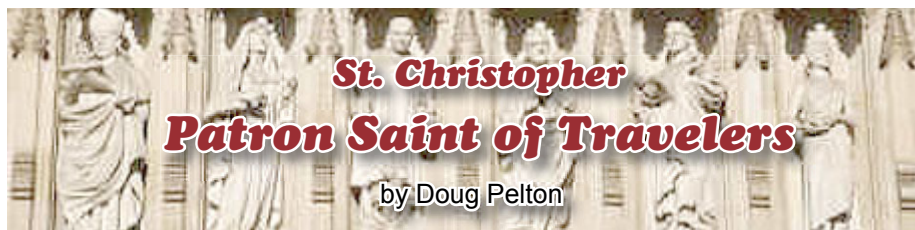
*TC/3399 as dragged out of the barn by bill Porter on 28 November, 1976.*

that original Baltimore group back in 1949 and 1950. He had owned another TC in those days, and he loved to remember the great times they had.

His favorite memory was of those November Skyline Drive races in Virginia, when 18 miles were closed off for the group's use, and the finish was at the University of Virginia, where winners and losers alike were greeted with a tub of hot buttered rum.

There were rallies, hill climbs, parties and parking lot races. And there were those wonderful, winding country roads, full of Fords and Mercurys and Oldsmobiles waiting to be lured into deadly combat. (Continued on Page 10)





Have you noticed how many MG badge bars are adorned by St. Christopher medallions? What is the purpose or reason? It is because Christopher is the patron saint of travelers.

Typically a Christopher medal depicts the saint carrying a child. This image arises from a legend that has him tasked with carrying travelers across a stream to keep them safe. One child grew immensely heavy as they crossed. When St. Christopher (SC) asked why, the child explained that he was Jesus Christ, carrying the world. And just to prove his identity, the child turned Christopher's staff in to a fertile palm tree. The legend has since captured the imagination of believers, who have used Christopher's image to keep them and their loved ones safe, especially during travels. And oh by the way, the name "Christopher" means "Christ-bearer."

Medallions with St. Christopher's name and image are commonly worn as pendants, especially by travelers. Also, miniature statues are frequently displayed in automobiles. (Hung on the mirror). Spanish medals and holy cards often have a phrase which translates to: "If you trust St. Christopher, you won't die in an accident." Maybe this is why St. Christopher rides proudly on the MG badge bars. TC8533 'Shiftright Special' (currently being "rejuvenated" by From The Frame Up), had 4 SC badges as detailed in "Road and Track", April 2006. One is primary and 3 are back-ups. However, new owner Larry Pate was disappointed to find only 2 of the 4 badges remained when he purchased the car. Luckily, one was found during the disassembly. It had separated from the badge body and fell and lodged between the valance and the front license plate. So it will be restored and returned to the bar for display.

However, the 4th SC remains missing and the hunt is on for a replacement to return the Shiftright Special to its original glory. We need your help. If anyone can identify the missing SC badge, or knows a source, or can help to locate one please let me know.

And for those without St. Christopher adorning their car, you may want to find one. There are many beautiful variations that can be found through various vendors on the internet. Remember, St Christopher is the patron saint of travelers and may well keep you from having an accident. ●



8 Second SC badge from the left is missing, can you help? (Road and Track photo)



Shiftright Special's SC badges waiting for #4 to be found.



Seems like my hook line in any TC event report is always the same: "Start and end the day with food and friends with a little history in the middle, and you have a successful TCMG tour."

It was the same last Saturday when the owners of four TCs, two Jaguars and a couple of lesser rides congregated in the Surfrider Beach parking lot near the Malibu Pier. From there we strolled over to the Adamson House, now on both the *National Register of Historic Places* and *California Historical Landmarks* largely because



of the abundant and artful use of rare, irreplaceable ceramic tile from the old Malibu Tile works. The factory, which was built in 1926 by May K.

Rindge (Rhonda Rindge Adamson's mother) was run by Rufus Keeler, an innovative ceramic engineer who worked with local artisans to design decorative art tile for the Southern California community.

Two knowledgeable docents split our group of seventeen and guided us on an intriguing, fact-filled stroll through the lavishly decorated 1930 "beach house" which was designed by Stiles O. Clements who successfully blended Spanish Colonial Revival and Moorish Revival styles in both his architectural and landscape design.

The uniqueness of this historic residence and garden made it well worth the visit, and the spectacular site with its panoramic views from Palos Verdes to Point Dume made it even more enjoyable. Thanks again go to Steve Simmons, our 2014 President and Events Chairman for organizing another outstanding TCMG outing. ●



Photos by Steve Simmons



(Roots 2 - Continued from Page 7)

Bruce and Tommy and Hemp all have magnificent stories about their meetings with these American monsters. Hemp recalls patting the front fender of a new Buick as he passed it on a roller-coaster road somewhere in northern Maryland. Tommy's favorite spot was a steep hill near his house with a hairpin turn at the bottom. He would lure innocent iron into races on icy winter days, then head for the hill. If they made the turn at all, they were at least properly humbled by the experience.



Don Millians in TC/3399 the day Bruce Murdock picked it up — winter 1960-61.

But those days were only fond memories when Bruce bought TC/3399. She sat for several years more, while Bruce finished putting her back together. (She was not restored, just put together). At some point she was repainted green. She saw the road again for awhile in 1967 and 1968, but she was very old by then. Her gas lines started leaking in 1969, and by the end of that summer her brakes had given out. She returned to her garage, was put on blocks, and slept seven more years.

I found her resting quietly there in Oct. 1976. It was clear from the beginning that it would not be possible to talk Bruce into selling her. All I could do was let him know that I loved her too—and I prayed a lot. Finally on Nov. 28, we made the deal.

Of course, I had dreamed, as I traced down the car, that it might be low mileage, perfectly original, and all that. And I suppose there are those who will criticize Tommy Galvin for not keeping her original. I don't know that I would, even though I hope to see her returned to near-original state. After all, TCs were not intended to sit in someone's museum. They were sports racing cars in their day, and any TC that had red blood in her veins went out and raised a little hell at one time or another. TC/3399 was no exception. And I expect she'll be kicking up her heels again before too long. ●

Added note:  
Dear Bill: I did a little  
research for you and found  
that TC/3399 rolled from  
Gate 3 at the Works on 25  
August 1947. Thought you'd  
like to know.  
Frank Churchill #2

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✦ Greg Stroop — Moss customer for 42 years

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"I bought my first TC in 1959 in Woodland Hills, California where, fortunately, there was foreign car dealer that had a fairly good, though fast-shrinking, inventory of TC spares. It was during a partial, "bucket-on" restoration of my 1948 TC a couple years later that I needed a more reliable source of parts than could be supplied by my local dealer. It was then that I discovered Moss Motors, a little shop on Venice Blvd. that, although not as "slick" as the Valley vendor, was hands-down the better of the two when it came to finding hard-to-find bits and pieces for older MGs. Fast-forward fifty years and I still depend on Moss, now a state-of-the-art facility dedicated to keeping classic cars on the road. One last note: In 1964, I upgraded to a 1949 TC EXU model which, after ten years of hard rallying and touring, was fully restored in 1974 by an original Moss partner, Mike Goodman. I am happy to report that both Mike and my TC are still going strong today."

*Jim Crandall* Malibu, California TC7930 XPAG8064



## More photos from the July Picnic-Meeting



## Save the Date for GoF West 2014

August 25-29 San Diego, CA

Held at the  
Bahia Resort Hotel  
on Mission Bay



Plan on attending this one. It's fairly close by and should be an exciting event with lots of MGs to view and great driving too.

For more information:  
[www.gofwest.org](http://www.gofwest.org)

While in San Diego, also consider attending a simple car display for a nursing home about 18 miles east of the GoF on Monday the 25th at 11am. The facility is excited to have an activity for those not able to get out much. After the display, enjoy a hosted lunch with the Edgars before returning to the GoF venue, Cars not limited to just TCs. More details on the the TCMG website.

## 58th Annual TCMG / ARR Conclave

October 3-5 Sonora, CA

Held at the historic, Gunn House Hotel

More detailed information on our website at: [www.tcmotoringguild.org](http://www.tcmotoringguild.org)

The quaint town of Sonora is filled with little shops and restaurants and sights for walking about. The more adventurous can visit the gold rush towns of Colombia and Murphys and even take the gorgeous alpine drive up to Calaveras Big Trees State Park and Ebbetts Pass. The Saturday banquet will be held at the nearby Sonora Inn.



This landmark hotel which dates from the 1850s has 22 antique-filled rooms which will go fast, so get your reservations in early. Contact the hotel at (209) 532-03421. Rates vary from \$84 to \$125 per night. The nearby Sonora Inn ((209) 532-2400) will handle the overflow. When you have made your reservations, please notify ARR's Howard Shempp at: [hshempp@gmail.com](mailto:hshempp@gmail.com).



## Club Regalia

'TClinics' are now available online FREE at....[www.tcmotoringguild.org/tech/](http://www.tcmotoringguild.org/tech/)

<b>TCMG Club Badge A</b> .....	\$25 (\$30 if mailed) members only
<b>TCMG Club Badge B</b> .....	\$30 (\$35 if mailed) members only
<b>TCMG Cloth Patch</b> .....	\$5 (\$6.50 if mailed) members only
<b>TCMG Lapel Pin</b> .....	\$3 (\$5 if mailed) members only
<b>TCMG Lapel Vintage Pin</b> .....	\$3 (\$5 if mailed) members only
<b>MG TC PIN &amp; MG CAR CLUB PIN</b> .....	(inquire)
<b>"MGTC Specifications"</b>	

What is and what isn't stock on the MG-TC?

A "must" for restorers..\$3.00 members, \$5.00 non-members, Postage \$2.00

**MG TC Color Specs**.....\$2 members, \$3 non-members, Postage \$2.00



A



B

### REGALIA CHAIR

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

Prices beyond our control subject to change.

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## Vintage TC Movie

On a sunny California morning in 1972, members of the TC Motoring Guild gathered at Tapia Park in Malibu Canyon for one of their monthly driving events, on this occasion, to make a film about a fictional road race in the style of the old silent movies. The project was loosely scripted for maximum slapstick and shot with no re-takes on 16mm film. Seen only at Guild meetings once or twice a decade for over 40 years, it was finally digitized in 2014 and a bit of background music was added which, hopefully, makes it a bit more fun to watch.

This video can now be seen anytime on one of the internet locations listed below. If reading this online, Click on either URL to watch:

My personal website:

<http://jimznet.com/SHOWS/TCrace.html>

My YouTube channel:

[www.youtube.com/watch?v=bqxr6Wnbnrl](http://www.youtube.com/watch?v=bqxr6Wnbnrl)

A version of this video with a voiceover of the filmmaker and comments of the membership is in the works now.

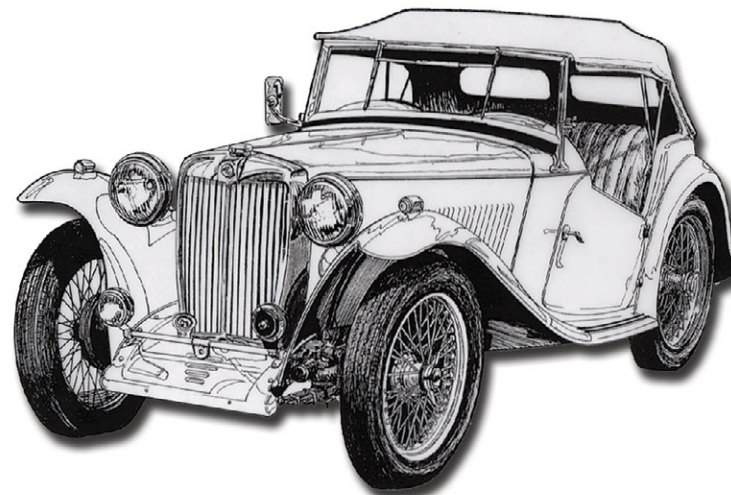
*Jim Crandall*



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