

TC Motoring Guild CLASSIC CHASSIS

Published by the TC Motoring Guild, Inc.

AUGUST 2015



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A publication of the TC Motoring Guild, Inc.
P.O. Box 263, Montrose, CA 91021

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and captioned photos should be sent to:

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Membership Information

Annual Membership: \$26 due and payable on January 1st of each year for members in zips 90000 to 93000. All others \$22 per year (won't receive local event flyers).

New Memberships: Dues plus a \$10 initiation fee.
For more details, see our web page at:
<www.tcmotoringguild.org> or write directly to:

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from your

Assistant Editor



Back in the day, this newsletter was done on a spirit duplicator or a mimeograph machine. (If you know what those things are, don't admit it or you betray your elderly age.) In those long ago days, everyone got involved, some typing, some doing art work, others cranking the press, everyone collating the pages around someone's dining room table. We made a social evening out of one that could have been tedious and had a lot of fun in the process. Now I'm not suggesting a return to that low-tech method of newsletter production. Today it only takes a couple of computer-savy individuals to do everything--probably better and more easily too. What your editors cannot do by themselves is supply all the content: event reports, photos, tech articles and personal stories which, to me, are the most interesting of all.

In the last few years, we've printed accounts of racing, restoring and extreme touring around the U.S. and even, in one case, around the world. But those MG tales are in the past and residing in our TCMG archives. We can't print them again. Fortunately, there is a new and younger crop of enthusiasts sprouting up within the TC Motoring Guild. Some of our newer members are using their TCs on a weekly if not daily basis while others are involved in various states of restoration.

These folks have the stories your newsletter editors are looking for. Example: Richard Loe's piece on installing a Moss hood kit in the July '15 Midget which was both entertaining and informative. Or you can polish your writing skills by doing a short profile for the club's web page. Fewer than ten out of a hundred members have their TC story posted, so I know webmaster, Steve Simmons would love to add yours. So how about it? Short web profile, longer newsletter article or even a series on your restoration or road trip: we want them all!

Jim Crandall



Ed. Note: Brian Sonner also won Best Craft Item at GoF West for Cartoonery.



ON THE COVER: Steve Simmons grabbed this shot from the driver's seat on the way to a BBQ hosted by Allan and Linda Chalmers at a friend's horse ranch near Santa Rosa, CA. during GoF West.



Picnic Meeting at the Henkels

Minutes of the Meeting June 23, 2015

The June meeting was hosted by Cindy and Tony Henkels. This annual picnic was held at their Pasadena home. The meeting was attended by 32 members and guests with special guest Mike Sherrell from Perth, Australia, author of TC's Forever.

After yummy appetizers provided by Cindy, everyone enjoyed their picnic dinner. At 8:26 pm, Vice President Ron Simon called the meeting to order. Ron thanked the Henkels for hosting the evening event. The treasurer's report was posted. Mike Sherrell was introduced with members encouraged to have him sign their copies of his book.

Steve Simmons reported on GoF held last week in Rohnert Park and hosted by the Sacramento Valley British Car Club. Several of our club members received awards including:

Car show - TC

1st - R. Storm

2nd - B. Young

3rd - S. & L. Simmons

4th - P. & F. Thelander

Carless Funkana

Women 1st - Linda Simmons

Men 1st - Pete Thelander

Funkana

1st - D. & J. Edger

Arts & Crafts Photos - General Interest - T. Schuller



Photos by Steve Simmons & Jim Crandall

Mimi and Gordon Glass traveled north with the caravan heading to GoF. Unfortunately they had to turn back near LAX when it was determined their TC had already used 5 quarts of oil. They returned home, changed cars, and rejoined the group later in their Jaguar.

Next year's GoF will be held at the Eagle Crest Resort in Redmond, Oregon near Bend. Steve also reported that the GoF Steering Committee voted to have the Bylaws officially include all MGs (1980 MGB and earlier) at future GoF West events.

Steve Simmons reviewed upcoming events. July 12th the Guild will be touring the USS Iowa docked in San Pedro. More complete information is in the newsletter and on the website. Arrangements for the August event are being completed.

Curt Sorenson announced the July program will be "Playing With Clay" by TC Motoring Guild member Sandra Loe at our regular meeting location in Montrose.

A head count was taken of those planning to attend the dinner at Viva Fresh in Burbank on Thursday, June 25th to listen to Ron Simon on trombone and the band he plays with. It appears that 17 are planning to enjoy Ron's music.

The meeting adjourned at 8:38 pm. The evening continued with socializing and dessert. Cindy had a wonderful selection of cakes and coffee.

Respectfully submitted,

Sandra Loe



© Larry Einhorn





by Doug Pelton

Tech

Brake Master Cylinder–TABC Rebuild Tips

The master cylinder is the “heart” of a safe and functional brake system. It is also a common item that requires routine servicing and sometimes even a rebuild. After 65 years, the elements have taken their toll and suddenly you find the MC body leaks or the brake pedal jams. The following information will help make a major repair a minor event.

Removal begins with draining of the reservoir. Remove the 2-way end fitting and pump the pedal. This is required to allow the internal piston to fully depress and provide clearance of the pushrod when unscrewed from the brake pedal. Also, remove the nut from the MC extension to give a little more wiggle room to remove the pushrod. Use a 1 1/8 US wrench for the nut. There may be occasions where you still may not be able to get the pushrod out. Then you will have to remove the pedal shaft to remove the brake pedal. Remember, to do so you have a cotter pin on each end of the shaft next the flat washer.



Disassemble the MC and inspect all parts for serviceability. As a minimum, you will need a rebuild kit (rubber parts) and new copper washer. The internal bore of the MC is critical in that it should not have any pitting. Simple honing is often enough to clean and polish. If not, replace the MC body, particularly if the can is rusty. Before assembly do a “drop test”. This is where you drop the piston into the cylinder. It should drop freely though with no binding or lodging. If it stops in the cylinder, further hone or polish the piston edges. When complete, gather all of the parts and lay them out in proper order. Then, using brake fluid as a lubricant, assemble as follows:

1. Screw the nut onto the extension and then tighten the nut in a vice with the extension vertical. This will hold the MC and allow you to freely use 2 hands. Also consider using a long nut for the extension, it is much easier to remove or install on the car.
2. Place the flat copper washer in the top of the extension. Then screw the MC body onto the extension using your hands to torque tight. Just a strong grip and turn of the hands should be adequate.
3. Load the remainder of the parts similar to loading a musket. The first item is the rubber washer. It should lay flat in the bottom of the barrel.

4. Push the rubber valve into the valve body (looks like a top hat) and make sure it is fully seated. Then the rim (“brim”) of the top hat should lie onto the flat rubber washer.

5. Next load the spring which fits around the top hat and rests on the rim. Then the rubber cupped washer fits on top of the spring.

6. The piston is next. However, first install the rubber seal on the pushrod end of piston. Then use a screwdriver to hold pressure on the piston while folding the edges of the piston seal into the cylinder.

7. The last item is the circlip. Continue compressing the piston into the cylinder with the screwdriver and then insert the circlip retainer.

The final test is compressing the piston by hand using a screwdriver to make sure it moves full travel and releases to static position. If all is well then reinstall the master cylinder and “take a brake.”

(Pun Intended!)



Topics

by David Edgar

Improve Steering & Tracking on Your TC

One of the things people complain most about the TC is the steering. How come it will not track straight down the road like a modern car? While we may never get a TC to track perfectly, there are some things that can help. Obviously components need to be in proper working order to start with. A VW or Datsun steering box might help (or mask the problem), but a couple points were brought up at GoF this year that you might want to consider. There is a certain amount of slop when the front axle moves side to side in relation to the frame. This movement affects the steering if the axle (with wheels) moves and the drag link stays still. Mike Sherrell said he likes to add a anti-sway bar to the TC front end which also locks the axle in position better. Others have addressed this sideways movement by adding a Panhard rod (also called Panhard bar or track bar.) These photos show how one was installed on Ernie Page’s TC. (Fig.1) Ernie said it made a world of difference. One end attaches to the frame using a plate bolted above the suspension buffer pad. (Fig.2) The axle mounting point requires an added plate welded to the shock arm link mounting pad. (Fig.3) Put a rod between the two mounts and axle side movement is secured. It is a relatively simple design and easy to reverse and remove if you wish.



Fig.1 Shows installed Panhard rod.



Fig.2 Shows end where it attaches to frame at buffer pad.



Fig.4 Shows another design. This one attaches to a plate behind the shock body, then mounts under the spring on the other side.



Fig.3 Shows end where it attaches to shock link plate.



Thirty one TCs registered for this year's GoF West where TCMG & ARR members took the top awards.

GoF West

Hosted by the Sacramento Valley British Car Club



June 2015

Photos by David Edgar, Steve & Linda Simmons, and Allan Chalmers



Pete and Fran Thelander pose with their TC which placed 4th behind R. Storms 1st, and B. Young, 2nd. Pete also won the mens' Carless Funkhana.



TCMG / ARR member, Rick Storms, winner of the TC Display, can't stand dust on a TC, even if it belongs to Steve Simmons.



Noted author and TC expert, Mike Sherrell (TCs Forever) shared his wisdom at a well-attended GoF tech session.



The Simmons score points in the Funkhana's blind-folded recycle event, but the Edgars (below) win 1st overall with an outstanding string and ball run.



Another of our northern members, Bill Young, won second in the TC Car Display aided by his pristine picnic basket.



Brian Sonner's mustachioed TC is seen here with one of his well-known "On the Road" cartoons. (See blow-up on P. 3)



Steve Simmons post-noted all his car's blemishes, and still managed a 3rd place in the TC Car Display.



Team Reid/Schuller try a little fishing in the Funkhana; Terry scored big in Arts & Crafts Photography.



Richard and Sandra Loe solve puzzles during the Carless Funkhana, while Linda Simmons (below) wins a 1st after a strong piston-ring tossing event.



More GoF West

On the Road Again

Photos by Steve and Linda Simmons



A mixed band of T-types tackle curvy Highway 1 on the way to GoF West 2015 in Rohnert Park, California.



Steve and Linda Simmons and the group pause for some sight-seeing at the historic Pigeon Point lighthouse in Pescadero.



The group takes a rest stop at the Legion of Honor, one of the Fine Arts Museums in San Francisco.



Crossing the Golden Gate, even on a foggy day, in an open TC has got to be an experience of a lifetime.



Page, Gaston (TF) and Thelander enjoying a drive along the Shoreline Highway near Woodville.



10 Gravelly roads don't slow down Richard and Sandra Loe as they arrive at the BBQ near Santa Rosa.



Returning home, Ernie Page and Mike Sherrell lead the Hagland TD back across the Golden Gate into San Francisco.



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✚ **Greg Stroop — Moss customer for 42 years**

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Coming Events

MARK YOUR MOTORING CALENDAR NOW



August 22: Adolfo Camarillo House Tour

Take a drive to the city of Camarillo for a tour of the historic Adolfo Camarillo House, built in 1892. This two-story Queen Anne Victorian style home is maintained as it was when new, and still includes the barns and stables built to house the famous Camarillo White Horses. Beat the Summer heat by joining us along the coast for this cool and historic event! Stay tuned for further details.

October 9-11: 59th Annual TCMG / ARR Conclave

Enjoy a weekend along the California Coast in the charming town of Cambria! Our host hotel, The Bluebird Inn, is located on Main Street in downtown Cambria within walking distance of the many quaint shops and restaurants in the area. We have several types of rooms reserved, as outlined below.

Standard Queen \$88/night
Standard King \$110/night
Standard 2 Doubles \$110/night
Standard 2 Queens \$120/night
(2 Available as pet-friendly)

Creskside King \$150/night (Creek and garden view, Balcony, Fireplace,
Creskside 2 Queens \$150/night (Creek and garden view, Balcony, Fireplace)
Family Unit \$150/night (2 Bedrooms with 2 double beds each, 1 Shared bathroom, Sleeps up to 8 people)
Deluxe Suite \$180/night (Upstairs suite, King bed, Balcony, Separate living room, Fireplace)

*The hotel phone number is (805) 927-4634
When making reservations, book under the
group "TC Motoring Guild".*



Please contact Steve Simmons once you have booked your room so we can keep track of our numbers. Email mail@mgnuts.com or call (805) 497-1911.

*Oh.... and while you're
at it....could someone
please help Steve
Simmons find a pair
of 1947-1950 California
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Steve at:
mail@mgnuts.com
Thanks!*

Plan Ahead

GET THE BEST ROOMS OR SHARE A CONDO

(CUT OUT)



GoF WEST 2016 REGISTRATION FORM REDMOND, OREGON June 27- July 1, 2016

Monday through Friday

Registration Fee

\$50.00 USD before March 1, 2016

\$65.00 USD after February 28, 2016

In Spirit \$25.00

Cancellations after March 31, 2016 will revert to
In-Spirit Registration

Names - as you want them on your name tag and in the Booklet:

Last Name: _____ First Name: _____

Co-Driver: _____ First Name: _____

Children (or dependents) who will be attending with you: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Country: _____ Phone: _____

E-Mail: _____

Primary Club Affiliation (if any): _____

Other MG Clubs Affiliation: _____

First GoF West with car? Yes _____ No _____ Number previously attended: _____

First GoF West without a car? Yes _____ No _____

Car: Year _____ Model _____ Color _____

Will you be bringing a trailer?: Yes _____ No _____

Will you be staying at the Resort?: Yes _____ No _____

Method of Payment: Check _____ VISA _____ Master Card _____

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HOTEL INFORMATION

Eagle Crest Resort

1522 Cline Falls Highway

Redmond, Oregon 97756

(855) 682-4786 www.eagle-crest.com

Rates are \$124.00 per night for a standard room, plus applicable taxes and fees. Please refer to GoF West 2016 when registering in order to obtain these rates. Large 1, 2 and 3 bedroom condo units are available at a per night rate of \$144.00, \$219.00 and \$259.00.

Please send form, payment to Mike Campbell, 3570 Willow Street, Bonita, CA 91902. Make check payable to GoF West. For additional information, please visit web site at www.GoFWEST.ORG or email at MLC226M@YAHOO.COM or call (619) 993-0952.

Club Regalia

'TClinics' are now available online FREE at.....www.tcmotoringguild.org/tech/
TCMG Club Badge (See A below)..... \$25 (\$30 if mailed) members only
TCMG Cloth Patch (See B below)..... \$5 (\$6.50 if mailed) members only
 (Photos of the items below on our website at: <http://www.tcmotoringguild.org/regalia/>)
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MG TC PIN & MG CAR CLUB PIN.....(inquire)
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MG TC Color Specs.....\$2 members, \$3 non-members, Postage \$2.00

TCMG Photo Puzzles.....\$15 plus postage (contact Linda for postage cost, design and availability.



A

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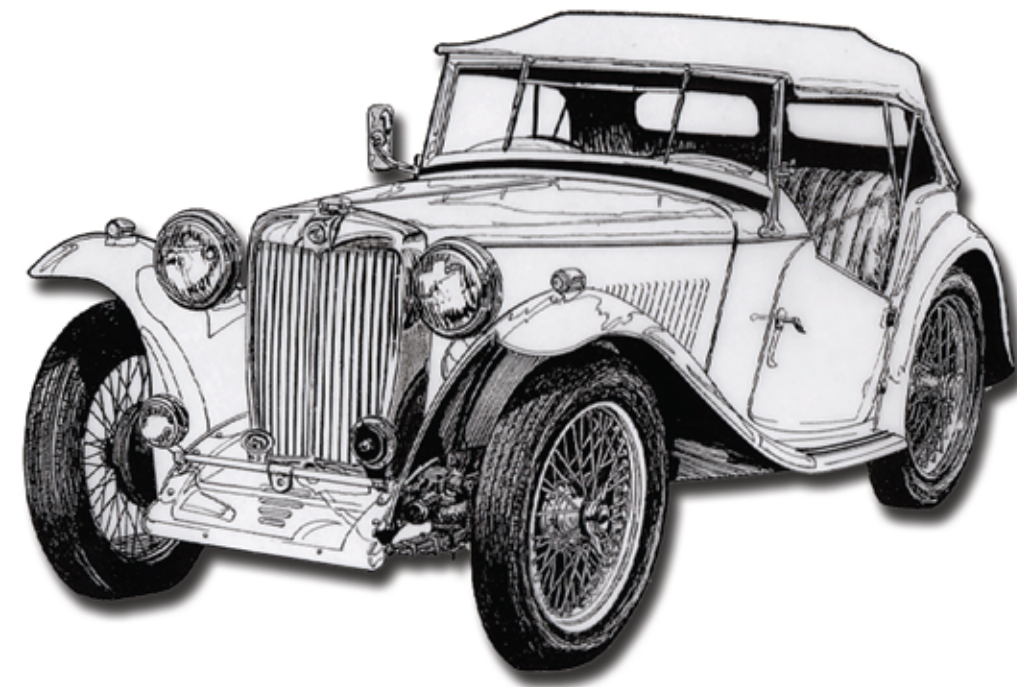
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July 28th Meeting

"Pottery Making" by **Sandra Loe**

Enjoy a special presentation by TCMG member Sandra Loe on making custom pottery.

Examples will be on hand to examine, and Sandra will describe the process, tools and materials used in her creations.



Midget Chassis / Classic Chassis

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