

Dues are Due



YES, it's that time again. Per the bylaws (Article III, Section 1) Dues are due at the annual meeting (our end-on-the-year party) and if not paid by the March meeting, names will be removed from the roster.

Please make checks out to: TC Motoring Guild or TCMG

Mail dues payments to: TCMG
c/o Joyce Edgar, Treasurer
1454 Chase Terrace
El Cajon, CA 92020-8368

Membership dues for those in Southern California are \$26.00 (Zip Code 90000 to 93300).

For those living more distant, annual dues are \$22.00 (unless you want the special flyers on meetings and local events), in which case the dues are \$26.00.



December 2015



Six TCs on the Halfway House Brunch Tour, stopped at the Halfway House Cafe, established in 1931, for brunch. Food was great and the cafe had a welcoming atmosphere. The line of TCs received a lot of attention from other patrons.

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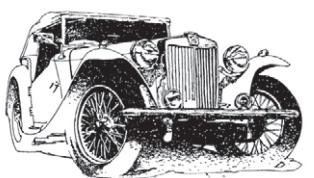
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TCMG Officers and Chairs for 2015

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The MIDGET CHASSIS December 2015

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All contributions: articles, letters, advertisements, and captioned photos for the next issue should be sent to:

The Classic Chassis
c/o David Edgar,
1454 Chase Terrace
El Cajon, CA 92020
email: djedgar@pacbell.net



A brief video presentation will be shown by Jim Crandall, showing highlights from the 1992 Great Rally Around Britain in which several TCMG members transported their TCs to England for an extended driving tour. Former GRABbers will then share their favorite rally photos and other memorabilia. Stan Belland has agreed to lead with his recollections of "How GRAB was born," followed by anecdotes from other participants ranging from

**Tuesday,
Nov 24th**

8:00 PM

**Great Rallye
Around Britain**



planning and preparation to surviving breakdowns and British weather.

Any TCMG members who may be toying with the wild idea of another "extreme" TC tour should hear these tales of woe as well as the fond recollections. But all members should enjoy the variety of experiences shared by those who were brave enough (read crazy enough) to commit to months of planning and weeks of extended touring in an MGTC.



TCMG Meeting held at:
Citibank Community Room
2350 Honolulu Ave, Montrose
Meeting room entrance is at the rear of the bank – downstairs.



THERE'S MORE TO MOSS THAN CAR PARTS

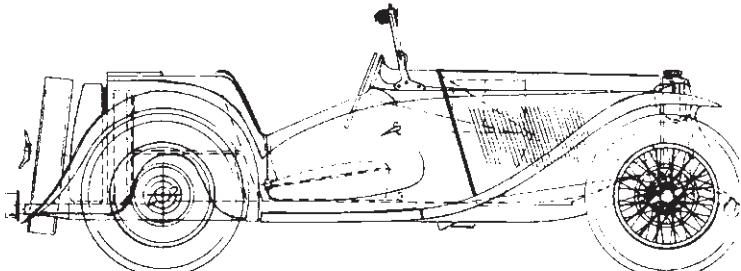


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Greg Stroop — Moss customer for 42 years

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TCMG Year End Party and Annual Meeting

Sunday, December 13, 2015

**Save the
Date!**

**To be held at
The Hotel Huntington Beach
7667 Center Avenue
Huntington Beach, CA 92647**

**Cocktail hour 5 P.M.
Dinner at 6 P.M.**

Win \$100

No tickets to buy but must be present to win. Everyone will get a ticket and the drawing will be at the end of the night. Lucky winner receives a crisp \$100 bill.



Dinner Choices:

- **Southwestern Tri-Tip of Beef**

Rubbed with Southwestern Herbs & Spices
Served w/ Garlic Roasted Red Potatoes
& Sauteed Vegetables

- **Grilled Atlantic Salmon**

with a Light Lemon Dill Sauce
Served w/ Rice Pilaf & Sauteed Vegetables

- **Vegetarian Meal - Chef's Choice**

Send your menu choices and
check payable to TCMG to:

Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020



If RECEIVED by December 1st

____ @ \$30* for Tri-Tip

____ @ \$30* for Salmon

____ @ \$25* for Vegetarian

Add \$10 to each meal after Dec 1st.

NOTE - we cannot guarantee we can accommodate you after Dec 5th.

After the 5th you have to clear with Fran Thelander to see if we can get you in. **DO NOT DELAY** in making your reservations.

* Note that listed prices are subsidized and are for TCMG members and their family. Contact Joyce for non-member prices.



TCMG Holiday Toy Drive

Our toys will go to the Foster Children's Resource Center, run by the Hilltoppers Auxiliary, a part of the Assistance League of Los Angeles. TCMG member, Esther Belland, is a long time volunteer with this organization. Their biggest need is for toys and games for kids 6 months to 6 years. Also AXE cologne and body spray sets are popular for the teenage boys and Monopoly is a favorite board game. (DO NOT gift wrap)

Special thanks to Fran Thelander for organizing this event and to Lucy McCanne who will be handling the decorations.

What Grade Petrol for Your TC?

Every once in a while I run into someone who insists on putting a high octane fuel into their TC rather than the cheaper regular grade. More expensive and higher octane must be better and so nothing is too good to put into their TC - right? Must give more power too and we all know a TC could use more power. But you might be wasting money and actually getting less power. Maybe a little history lesson here will help us understand why this is not a good idea in most cases.



TC owned by John Bushnell plus a TD at a restored gas station on Rte 66 in Illinois

Most engines back in the '40s had relatively low compression ratio engines. Worked fine on the lower octane fuel available too. Here in the states, regular grade was about 79 octane back in the early '50s (and England may have been even lower). But car manufacturers were starting the horsepower race and were increasing compression ratios and advancing the timing. Because of this, a higher octane fuel (86 octane back then) was needed to prevent pre-ignition. The regular grade when squeezed tight enough would pre-ignite and cause problems in a high compression engine. To make the fuel less likely to pre-ignite, they actually dumbed down the fuel (read that as making it less volatile

and less BTU content.). Yes, that meant less power in a lower compression engine, but with higher compression you could squeeze it more and the overall result was more power. Putting the dumbed down fuel in a lower compression engine (like a TC) that did not squeeze the mixture to the limits only resulted in less overall power.

The TC came stock with 7.25 to 1 compression, on the low side today as well. Note that octane ratings for regular in the states today is about 87 octane for the lowest grade. That is higher than the high octanes fuels from the '50s.

Some TC owners have modified their engines of course. Steve Simmons has pop-up pistons and a compression ratio of 10 something, so may need a higher octane. But for most of us, the regular grade is quite adequate. Note that we can actually advance the timing on a TC by about 5-8 degrees with today's regular octane ratings because we have that extra cushion in octane at 87. My original engine had a stock bore but the head was milled to the max so compression was above stock, but it ran just fine on regular. The engine I have in the TC now is bored .080" over but not as much head milling. It does quite well on regular as well, and I don't baby it.

If you hear engine pinging when accelerating under load, then you should go up in octane (or check your timing) but if you do not hear pinging, then save your money and buy regular.

David Edgar

Welcome to Our Newest TCMG Member

Welcome

Tim & Irenne Arnold

622 Phoenix Street NE
Olympia, WA 98506
360-943-4305 (h)
360-701-2875 (c)

timarnold1905@gmail.com
1949 TC 8194 XPAG 8912 Red / Black

A note from Tim:

A friend of my father gave me a ride in his brand new black MG TD when I was a very young teen. It was love at first sight. Then in 1974 we purchased our TC.

The car has become a member of our family. Unfortunately it had to reside on blocks in the basement while other priorities were met (two kids through college and grad school).

Through a bizarre set of circumstances, I discovered that a fellow from my hometown now lives in our neighborhood and is a great mechanic. He has helped me get started on getting TC 8194 on the road to recovery after decades of dormancy. It actually started up for the first time in years a few days ago. Fuel pump, slow running mechanism, and new set of tires are some of the items arriving daily from FTFU, Moss, etc.

Tim: Congratulations on getting the TC started and progress in getting it back on the road. Your story is not uncommon and bet a few of our members had similar stories in years past. Keep at it. The TC is a fun little car and we hope to see you at GoF West in Oregon (see page 14).



Geoffrey Locquenutte & Nelson: Along the Way

Brian drew these with reference to the last Conclave. Winding roads near Cambria and then Malcolm's TC which smoked upon startup from oil in the blower.



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2016 TCMG Executive Council Elections

Each year about this time our TC owner members have to look ahead and select our Executive Council for the following year. That council will help guide the TC Motoring Guild so we can have fun with our TCs.

The seven souls shown below have accepted nominations to be put on the ballot and we need to select six. But these members only guide. It is up to **ALL OUR MEMBERS** to do some of the actual tasks and participate for our club to be successful.

Note that only regular TCMG members who own TCs can vote for the Executive Council per our by-laws. But all members may vote for who receives the Frank Mason Award.

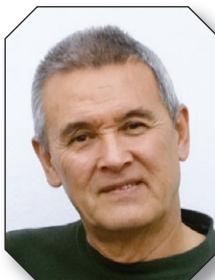
Ballots were mailed out a couple weeks ago so please fill out and return the ballots ASAP. All ballots have to be received by Dec 1 to be counted. Please remove any hanging chad before returning.

If by chance you did not receive a ballot, please contact Richard Loe at:

fordydelux@yahoo.com
or call 818-790-2332

Vote

Malcolm Buckeridge



Sandra Loe



Curt Sorensen



Ron Simon



Steve Simmons



NOTE: There are NO DEBATE SESSIONS scheduled for you to avoid. However each candidate may try talking you out of voting for them.

Joyce Edgar



David Edgar



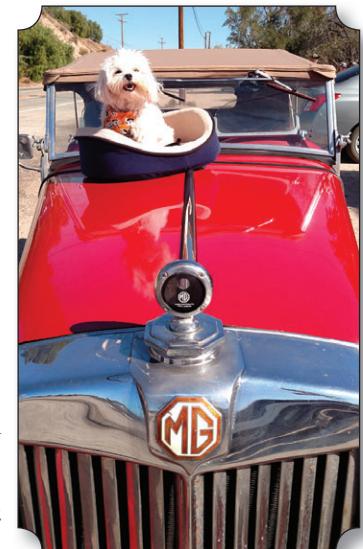
Halfway House Brunch Tour Report

by Steve Simmons

Sixteen members driving six TCs and three moderns gathered in the morning and then departed north along Sierra Highway. A 70-mile drive took us along some of the old roads that used to serve as main arteries between north and south, but are now quiet back roads. We passed several old-time country stores and cafes and the caravan wound its way through the foothills and canyons, eventually stopping at Halfway House Cafe for brunch.

Joe Douglass and Eleanor joined the group for brunch after Joe spent the morning diagnosing a pesky fuel leak that wasn't there the night before. Unable to repair it in time, they jumped in an "other" car and met the group at the cafe.

Driving TCs were Steve and Linda Simmons, Richard and Sandra Loe, Malcolm Buckeridge, Jim and Kim Ellis, David Mathison, and Garrett and Anthony Hanes. In non-TCs were Ron and Bobbie Simon, Curt and Jan Sorensen, and Joe Douglass & Eleanor Sherman.



In the upper right we have a "Hot Dog" cooking on Mathison's TC and below that the gang enjoys a fantastic brunch.

Photos by Steve Simmons & Jim Ellis



At the start of the tour, Sandra pins the Iron Bottom award on Richard's shirt for perfect TC attendance to all meetings and events last year. Sandra got one too as well as Steve & Linda Simmons. The Loes are on the way to achieving the feat this year as well.

4 Cylinder Club of America: History Project

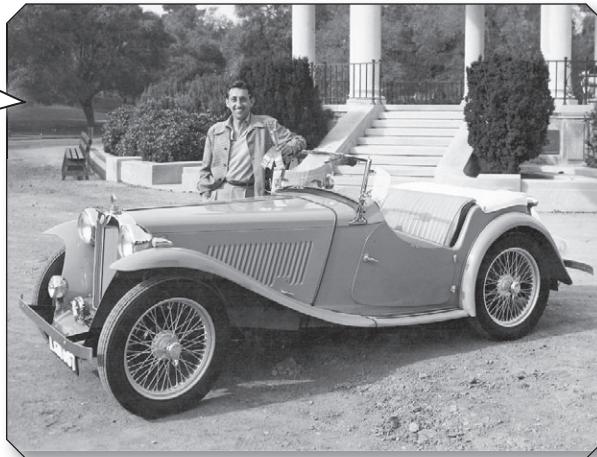


Bill Wilkman is the historian and web master for the Four Cylinder Club of America. He is trying to put together as much history as possible for this historic and important club which was very active in Southern California and elsewhere back in the 1950's and 60's. If you were a member or know someone who was, Bill would love to hear from you.

He is seeking photographs, regalia, stories or whatever you can offer.

Do you know?

Here is a photo of Jack Elmore. He was in the F.C.C.A. and owned a very nice 1948 MG TC. Not sure if he was ever in the TCMG but if anyone knows of him, Bill would like to know.



TC Petrol Tanks

Pete Thelander has had a cutting out problem on his TC for awhile now. After the Conclave he was finally able to diagnose the problem and determined it was dirt and rust in the petrol tank. Had been years and years since it was last checked but finally enough crud had built up and it was clogging the fuel filter screen. David Edgar recalls a similar problem when a brand new tank was fitted to his TC. The new tank had some minor imperfections and the repair shop leveled things out with a thin layer of Bondo. They sanded it down and all was good. However Bondo dust had gotten into the tank and clogged the fuel filter. TC ran just fine at idle and

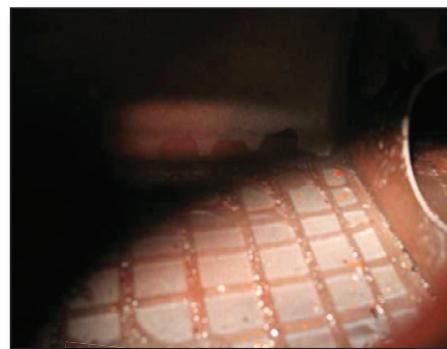
low speed but was fuel starved at higher speed where fuel demand was greater. Took a little to figure that one out.



A Zip-Loc bag of the crud Pete found in his tank and shared at the October TCMG meeting.

On a related note, Bill Traill was working on his petrol tank and had taken the petrol level sending unit off. He peered into the tank and found a weird pattern on the bottom of the tank as shown below. Wonder if anyone else has seen something like that in their tank? Bill has no clue.

The reason Bill was working on his tank was that he came up with a new float design to replace the weak original design that warps and then leaks. He located some stainless steel float units with presence detection. Works at 3-5 gallons. He made up a thick flange to mount it and does not warp or leak at all. Pretty creative.



What is this?
Can you identify it?



October 27th Meeting Minutes

The usual suspects could be found coming down the steps at the rear of the bank to join those already inside for our monthly TCMG meeting. We were meeting a little earlier this time as this meeting was preceded by a dinner (have food and you are sure to attract more members). We brought our appetites as well as appetizers and desserts while the club provided the rest. Special thanks to Jan Sorensen and Bobbie Simon for organizing the dinner part and Lucy McCanne for decorating. Main course was pizza this year rather than the usual lasagna and everyone seemed to enjoy it plus the wonderful fellowship.



President Gorden

getting the meeting started. He rapped the gavel at 7:50pm. We welcomed guest, Richard Buckeridge (son of Malcolm). Always nice to see family at our meetings.

We went onto approving the minutes of the last meeting as printed in the Midget Chassis and a quick overview by David.

Treasurer's report was posted. Joyce also gave a recap and announced she would be happy to take 2016 dues and Holiday Party payments if anyone wished to save a stamp.

Speaking of the party, plans are going as expected for our Dec 13th



event. Toys are going to the Foster Children's Resource Center of which TCMG member, Esther Belland helps out with. Art Ludwick will be the auctioneer.

There is some interest in getting more TCMG shirts made up and Curt & Jan Sorensen are looking at designs and pricing. They will report back on their findings Other items than shirts might also be made depending on interest.

A report on the Conclave was given. Everyone sounded like they had a good time. Some of the group met at the Simmons home as a leaving point. Lunch in Orcutt. Pete had TC cutting out problems and had to abandon the TC at Larry Long's house (retrieved it after the Conclave and brought it home on a trailer). The winding roads around Cambria were excellent. A visit to the Warbirds Museum in Paso Robles was excellent. Many, many thanks go to Steve & Linda for organizing it all.

The October meeting is when we need to put a slate of candidates together to run the club next year. Seven members were nominated and Richard Loe agreed to send out the ballots and count the returns. Several people were nominated who declined but agreed to help in some other capacity. Larry & Kay Einhorn offered to put an events for next year (it's in writing now Larry so no getting out of it).



Next year is the 60th annual Conclave. Discussions are going on to holding it at the location of the 1st Conclave. Original motel has been torn down but there is a wonderful inn right next door. Possible that we might open up attendance to all TCs to make it special. Might be a way of getting new members to join.

It was noted that Larry Pate is considering selling his TC. And Larry Long recently had his TC on Craig's list too.

We adjourned the meeting at 8:39, had dessert, and then played Halloween Bingo. Everyone had loads of fun and Jan had prizes for everyone. No losers at all.

Respectfully Submitted,

David Edgar



Great food and great company makes for a great time for all all TCMGers



GoF West 2016



June 27 - July 1, 2016

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Registration form and information at: GoFWest.org
For those without Internet, contact David Edgar to have the form mailed to you.



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Vendors: \$20.00 (initial space)

14 \$10.00 each added space

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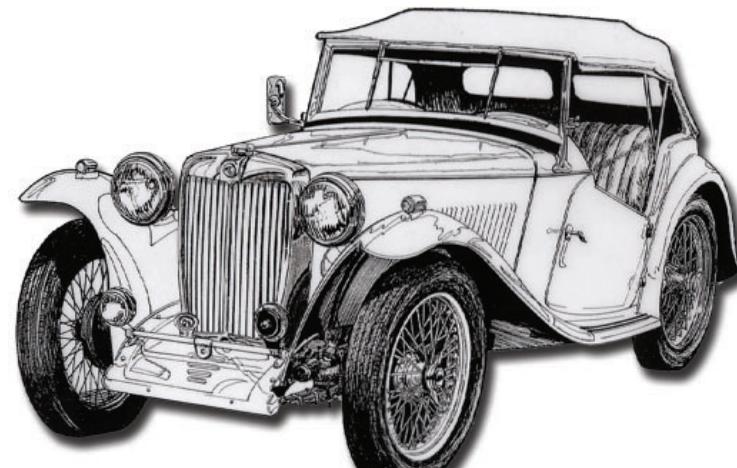
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