

The Midget Chassis

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



Published by the TC Motoring Guild, Inc.

April 2016



**The grandparents of our TCs
MG Factory in the '30s
with the M-Types out front**

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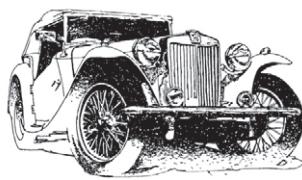
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Curt's Comments



Its "Leap-Day" (February 29) of the "Leap-Year" (2016) as I write this, so I thought I would make some comments about time! After all, we all get an extra day to enjoy life with our TCs and, I think that is worth noting.

So, what is "Leap-Year" all about? John Lowe (Leader of the National Institute of Standards & Technology – NIST Time and Frequency Division) explains, "It all comes down to the fact that the Earth's revolution about its axis (1 Day) is not connected, in any way, to the Earth's orbit around the Sun (1 Year)." The ratio of these two time periods is approximately 365.2422 days per year. That is not an exact number of whole days. Therein lies the problem!



Ancient Sumerian calendars (5,000 years ago) divided each year into twelve equal months of thirty days each. This 360 Day/Year approach resulted in an annual accumulated error of approximately 5.2422 days. When the Egyptians later adopted this calendar, they were aware of this problem, but initially ignored it and used the extra time for year-end festivities. Later, the Egyptians converted to a 365 Day/Year calendar and, as early as 300 B.C. had implemented a primitive "Leap-Year" approach. Early Romans tinkered with the 360 Day/Year calendar by occasionally adding time (Days or Months) to each Year, but did not correct the systemic problem. When Julius Caesar came into power, the correlation between Solar Seasons (i.e., Spring, Summer, Autumn & Winter) and their calendar had diverged by almost three months. To correct this divergence, Julius Caesar decreed a single 445-Day year. Historically, that year (46 B.C.) became known as the "Year of Confusion." After that one-time adjustment, he then mandated a 365.25 Day/Year calendar with the addition of a "Leap-Day" every four years. As it turned out, that adjustment was a bit of an over-correction (i.e., 0.2500 versus 0.2422 Days). Between 46 B.C., when Julius Caesar introduced his "Julian Calendar", and the 16th Century, the over-correction had resulted in an accumulated error of approximately ten days. At the time, that drift was considered unacceptable by Pope Gregory XIII, because it was beginning to affect certain Christian holidays. So, in 1582, ten days were deleted from October. (A one-time adjustment to correct for the prior ten-day divergence.) That same year, the "Gregorian Calendar" was introduced, along with reformed/refined "Leap-Year" rules. Under these improved rules, "Leap-Years" that are divisible by 100 (like the year 1900) are skipped, unless they are also divisible by 400 (like the year 2000) in which case they are observed. This arrangement produces an average Year length of 365.2425 Days, just half a minute longer than the actual solar year. At that rate, it will take 3,300 years before the "Gregorian Calendar" moves even a day out of sync with the actual Seasonal Cycle.

That is good enough for me! In any event, I hope that all of you enjoyed your extra day ("Leap-Day") this year. Cheers!

Curt

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British Slang Lesson

Our President, Curt is giving us monthly British Slang terms to learn. Last month we were given Tickey-bo which means going smoothly, doing all right. or proceeding quickly.

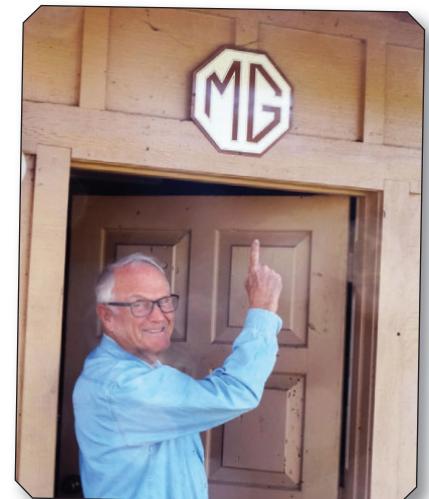
Malcolm told us it came from British military in India saying "tickee babu," meaning "everything's alright, sir." So here two new terms. Can you find them used in this Midget Chassis issue?

Gobsmacked = Amazed

Bob's Your Uncle = There You Go!



Yes Gorden does have a TC (elusive as it may be). And he has lots of other toys in the garages (yes plural) to keep him busy. Some are car related and some go into a few other of his hobbies. While it would



Correction: Last month I showed a photo labeled as Johnny Von Neumann with the Flying Shingle (below). It was actually Ken Miles and not Johnny that raced it.



However, Johnny also raced at Pebble Beach in a TD Special and in fact won the first Pebble Beach race (under 1500 class)

Tuesday,
March 23nd
8:00 PM
Gorden Bundy's Garage Toys

be impractical to bring these to Montrose, we do have lots of photos to show you where he is in getting that TC back on the road.

Come and enjoy seeing his toys and hearing his wild tales. You will be gobsmacked.

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

Changing Your TC Clock to DST



Just the other day we had the switch to Daylight Savings Time. Beside losing an hour of sleep, the biggest headache is switching all our clocks. A few of my clocks are smart where I can put in an initial setting of DST on/off and they will automatically reset themselves at the proper time. But I always have to go around and find the ones that don't take care of themselves and then on



So bottom line is that on my TC, which was correct twice a day, is now off an hour twice a day. 😊 Maybe I should move to Arizona where they don't observe DST. So, Bob's your Uncle.

David



Geoffrey Locquenutte & Nelson: On the Road

digital clocks you try to remember which buttons to push, in what sequence, to change the time. Always a pain and I will usually find a clock somewhere that got missed a few weeks later.

We have a motorcycle and a car with no clocks on them at all and that is a blessing. And the TC clock does not work so I can ignore that one too. But if it did work, it is a simple matter of reaching behind the tach, pushing in the clock knob and turning (assuming one does not have one of those panels blocking the access).

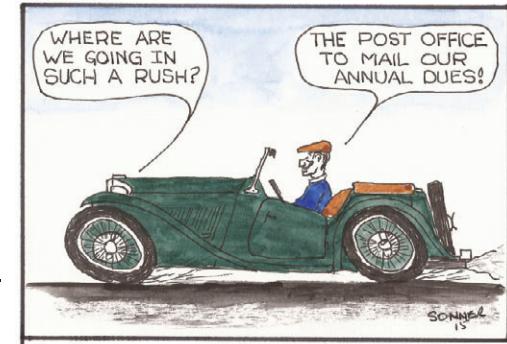
TCMG Dues Last Chance

Dues are Due

THANK YOU to all who have renewed their TCMG membership so far. We have eight members who have not renewed yet (listed below). We are in the grace period until March 22 (our March meeting). We don't want to lose you. **You will not be listed in the 2016 roster if dues not received by then.**

Make checks out to: TC Motoring Guild or TCMG and mail to:

TCMG
c/o Joyce Edgar, Treasurer
1454 Chase Terrace
El Cajon, CA 92020-8368



Geoffrey Locquenutte & Nelson: On the Road

Dues are \$26.00 (Zip Code 90000 to 93300) If out of above zip codes, then \$22.00 (will not get special flyers on our local events - pay \$26 if you want those),

Is your name here?

Reed & Phyllis Dickinson
Michael Graziano
Bunker & Kathy Hill
George & Constance Hope

Larry Pate
Stephen Schrieberg
Howard & Carolyn Shempp
Michael & Julie Wilson

Late Night Puzzle Masters

Our January meeting this year included the program of Puzzles. In the past, the 285 piece puzzles have been not too difficult and could be done in about an hour or so. But this year proved to be a little more difficult and took longer. With the evening hours getting late, some teams left by 10:30pm, others left by about 11pm (without finishing their puzzles). However



one team, plus the president who brought the puzzles, stayed until close to midnight. But the team of Richard & Sandra Loe plus Steve & Linda Simmons did finish and our president Curt Sorensen verified their win.

Congratulations 7

"Our Long TC Nightmare Is Over"

(Paraphrase of President Gerald Ford announcing his pardon of Richard Nixon)
By Pete Thelander

Over the years we have driven our faithful Clipper Blue TC on many trips, long and short, fearlessly trusting it to get us there and back without incident. But over the past two years, this confidence has been put to the test as we suffered a series of embarrassing roadside impromptu tech sessions on trouble shooting. The symptoms were always the same – a gradual loss of power and eventual total shut down.

I (and my unfortunate travelling companions) would open the bonnet and “check” everything in sight: ignition points, condenser and timing, carburetors, fuel pump, etc, etc, etc. We usually found something to suspect but could not positively identify it as the cause. Eventually we would try to start it and it would obligingly fire up and sound just fine. Great!! We must have cured the problem.

I recall on the May 2014 weekend trip with the TC Motoring Guild up to Santa Barbara, it stalled once again. This time I found the wire to the auxiliary fuel pump (that Al Moss had installed before our trip to the GoF in Killington, VT about 1980) had a lot of melted insulation. A little black electrical tape covered the worst bits ‘til I could get home and replace the wire. But once again, it started and we pressed on, regardless.

This went on for a year or more, gradually occurring more and more frequently. Finally, in September, on the Felper’s weekend run up to Wrightwood, we stalled in Chino Hills. I was sick and tired of dealing with the problem on the road so called AAA for a flatbed ride home....a humiliating first for us.

The trip up to Rohnert Park the following June for the GoF went well until **8** near Atascadero on the way home, it



One of many stops on the road home from Rohnert Park

happened again. We managed to limp as far as Steve & Linda Simmons’ home in Thousand Oaks with several more stops. But I was not about to head across LA on the freeways with the prospect of having to deal with a stall in heavy traffic. So once again, we called AAA.

A few short events went well, but then came the trip up to Cambria for the Conclave in October. The problem popped up several more times. This was getting really annoying and embarrassing. We stopped at Moss Motors to purchase an ignition kit - points and condenser, rotor, distributor cap - to no avail. We limped into Lompoc and called the group who had gone ahead and told them not to wait for us. Richard Loe had a spare fuel pump and Larry Long offered to drive it back to us. I dutifully replaced it and started out again. But before we could get four miles to the gate at the Vandenberg Air Force base, it was barely running. Something was clearly still not right!!

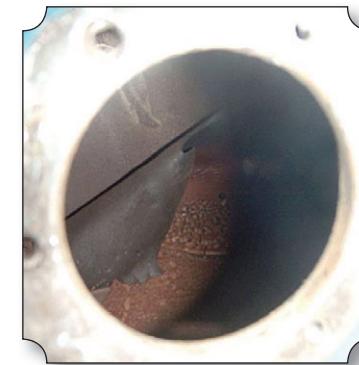
Larry offered to go back to get his trailer and we ended up leaving the car in the trailer at his house. He also offered us the use of a car to get to the Conclave which was very generous of him. But this meant we could be stranded at the Long’s in Santa Maria/Orcutt on the trip home.

Fortunately, Gordon and Mimi Glass had taken their Jag Saloon and offered to take

us from there. BUT... they weren’t going all the way home either. They were stopping overnight with friends in Woodland Hills. So one more call to our daughter got us a ride for the final leg of our saga. I hadn’t hitchhiked like that since my freshman year at Purdue. Monday morning Ernie Page rode with me as we took my trailer back to the Long’s to bring the TC home.

By this time, I - and all the technical wizard consultants – had reached the conclusion that the problem had to be in the fuel tank itself. I had resisted the notion of having to remove the tank and cleaning it out for fear that a caustic bath would also remove the paint, and I didn’t want to get involved with repainting. But now it was unavoidable. Removing the tank is not really that difficult. It’s dealing with what’s inside that gets to be a nuisance.

Once it was off the car and the sending unit removed, I could clearly see the sloshing compound I had put in when the car was restored 30 years ago, was peeling off and crumbling. This modern gas raises havoc in several areas, like



The peeling and crumbling sloshing compound

old sloshing compound and rubber fuel lines. I managed to scrape most of it loose by working with a long piece of steel or aluminum strap through the filler neck and sending unit opening.

I wanted to examine the crud, so I put a fresh bag in the vacuum cleaner and managed to suck most of it out. When I emptied the bag onto the bench, it looked and felt like coarsely ground coffee. The remaining crud that didn’t come out with the vacuum cleaner was agitated with a strong blast of



The crumbled crud looked like coffee grounds.

compressed air. By turning the tank upside down, it would gravitate to the filler neck and be expelled. So in the end, I feel the tank was sufficiently cleaned to prevent further occurrence of the problem without subjecting it to a caustic bath.

We finally had the information we needed to reconstruct the failure mode. The crumbling crud would get pushed to the outlet pipe by the flow of the fuel where it would accumulate and plug the cylindrical outlet filter over the exit. Stop the fuel flow, and it would no longer be held against the filter choking off the fuel. It would settle away from the filter, fuel could flow and - ergo...the car would run again. It was a perfect self curing problem, much like the old Hee Haw doctor’s diagnosis:

Patient: Doctor, it hurts when I do this.
Doctor: Well don’t do that.



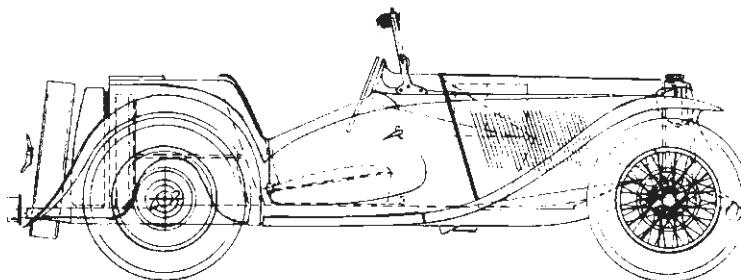
(Continued on page 10)

(TC Nightmare continued)

While I was at it, I added another filter and shut off valve in the fuel line. At the Conclave, Bill Traill mentioned that there are new fuel lines that are compatible with the current ethanol "enhanced" gas and required by the Coast Guard on all boats. It is grey and marked "USCG Approved". So look to your marine hard-ware store to find it.



Of course, I had just filled the tank in Lompoc before we had given up at Vandenberg, so I had to deal with nearly ten gallons of fuel before I could do anything. I disconnected the fuel line at the carburetor and put a piece of 5/8 inch hose over the end, turned the ignition on to run the fuel pump and fed it into a proper gas can.



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Before re-using that gas, I poured it from one gas can to another several times using a funnel with a filter. I was amazed to find just how much crud there was in the fuel. (See photo below)

It is now, I'm happy to say, running with its normal feeling of zest and enthusiasm. Where it used to run out of power and revs over 4000 rpm, it now revs freely to 5000 and more with its old vigorous display of power.

"Happy days are here again!!"

(FDR campaign song.)



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(FDR campaign song.)



GoF West 2016

June 27 - July 1, 2016



43rd annual GoF West will be held at the Eagle Crest Resort in Redmond, OR Located on 1,700 acres next to the Deschutes River, just 18 miles north of Bend, Oregon.

Registration

\$50 before March 1, 2016

\$65 after February 28, 2016

\$25 In Spirit



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

Several of our TCMG members will be helping out this year. In addition to Larry Long co-chairing the whole GoF West, David Reid /Terry Schueller, David & Lucy McCanne, Gorden Bundy/June Wennekamp plus David & Joyce Edgar have volunteered so far and are all first-timers in helping out at GoF. If you are going and want to help out, there

are many places to assist.

If you want more information, contact:

David or Joyce Edgar
djedgar@pacbell.net
or
619-593-8255

Many hands make for lighter work and more fun.



Car display at GoF West 2015



Funkanna at GoF West 2015

February 23rd Meeting Minutes

Our monthly meeting was called to order by President Curt Sorenson at 8:00 PM. Jan Sorenson started the attendance sheet around the room. There were no new members or guests, however the evenings special program brought out a good sized group.

Director reports started with David Edgar commenting on the newsletter. Malcolm Buckeridge elaborated on the phase "ticky boo" that Curt had mentioned in his effort to bring British slang into our vocabulary. The phrase has its origin in India.

The Secretary's Report was short with the January minutes as printed in the March newsletter being accepted.

Joyce Edgar brought us up to date on membership renewals and our financial status. Joyce posted the Treasurer's Report at the meeting and emailed the report to all directors before the meeting. She volunteered to email the report to any of our members upon request. There are 11 members that have not renewed their membership. Some are out of the area and some no longer have their TC. There was a short discussion about the Auto Club Collector Car insurance.

Steve Simmons commented on upcoming events. March will be a drive to Mike Malmut's Vintage Car Museum in Newbury Park. The collection includes micro and air cooled cars, furniture, and many other things. A flyer will be coming in the mail for the March 19th event. Joyce mentioned a program at the Gene Autry Museum that member Brian Westcott is part and she is hoping to attend on the 19th after Malmut museum tour. The program is "Native Speakers".

Events: April we hope to go on a Joe Douglas wildflower tour.

May: Wine country tour based in Santa Barbara. Steve is working hard to find affordable accommodations.

12 June will be a cherry picking drive.



Later in the month is GoF West in Oregon. Enough members are planning to go to GoF that it was decided it will be an official TCMG event.

Events for July, August, and September are in the planning stages. If anyone has any ideas, please contact Steve.

October 6 – 9 is the 60th Annual Conclave being held in San Luis Obispo. David suggested we show up with matching TCMG shirts.

Joyce has sketched out a list of programs for the year including:

March: Garage Toys with Gorden Bundy

April or May: See Hema Ratnayake's cars which include 3 MGTCs which he has purchased since 2012 that have TCMG history (Sargent TC, Henkel TC, and Miura TC)

June 21: one week early due to GoF and be the picnic at Cindy Henkel's.

July: possibly a visit to Garrett Hanes' shop or a program or a tech topic presentation

August: John Visconsi will present a demonstration on his automotive sculptures

September: The Simon Museum tour and movie

October: Pizza Party

November: undecided

December: Holiday Party and Annual Meeting – Karen Olson will consider chairing the committee for the party

Steve Simmons reported that the website is updated twice a month.

Bobbie Simon gave the Sunshine Report. Don McLish will be having surgery, Lloyd Hendrickson is doing better and enjoys hearing from friends, and otherwise Bobbie wishes us all well and hopes we stay healthy.

The Hospitality Committee report was given by Jan Sorenson who indicated that there are two meetings that need a volunteer to bring refreshments.

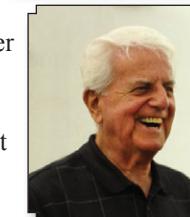
Malcolm Buckeridge has agreed to be the Raffle Chairman and will give a report next month.

David Edgar commented on the progress of GoF West which is being held June 27 – July 1 at Eagle Crest outside of Redmond, Oregon. Several members have offered help staging this event and more volunteers are needed. The Edgars are preparing a slide show, David Reid and Terry Schuller are helping with photos, and Gorden Bundy and June Wennekamp will help as needed. David & Lucy McCanne will help with the arts & crafts plus regalia distribution.

Completing the Old Business section of the meeting was Curt reporting on a call he made to Katrina Figueroa (bank manager) about the use of the community room. He also reported on the conclusion of last month's meeting. Some members left before any team had completed the puzzle. Curt said it almost turned into a 2 day event. Teams worked on a puzzle of the cross section of various TC components put together by David Edgar. The last team (Simmons and Loe) stayed to complete the challenging puzzle and finished close to midnight.



Our two well attended meeting TCs (Loe and Simmons).



Roy Jones
(above)
and Garrett
& Ambre
Hanes



New Business included Gorden Bundy indicating that he is looking for an MGBT for a friend.

The meeting was adjourned at 8:51 for a short break and refreshments before starting the entertainment for the evening - a film on early racing at Pebble Beach. Karen Olsen provided the yummy treats for our enjoyment.

Respectfully Submitted,

Sandra Loe
Secretary



Photos by
Sandra Loe,
Steve Simmons
& David Edgar

Three plus TCs Now

The TC sale mentioned here last month was bought by Hema Ratnayake. It was the TC of one of our late members, Dick Miura, and had been sitting on stands for over thirty years in Southern Cal. Hema also owns the TCs from late TCMG members Tony Henckels and Earl Sargeant. Plus he has a TC frame he bought from Jerry Austin some years back. Hopefully we will get to see these TCs at our May meeting this year when we visit Hema's shop as well as his collection of many other cars.



Former Earl Sargent's TC



Former Dick Miura TC



Former Tony Henkels TC

Club Regalia

Note: TClinics
now available
on-line at no cost.
tcmotoringguild.org

TCMG Car Badge	\$25 (\$30 if mailed) members only
TCMG Cloth Patch	\$5 (\$6.50 if mailed) members only
TCMG Lapel Pin	\$3 (\$5 if mailed)
TCMG Lapel Vintage Pin	\$3 (\$5 if mailed)
MG TC Pin & MG Car Club Pin	(inquire)
MG TC Color Specs	\$2 members, \$3 non-members, Postage \$2
TCMG Photo Puzzles	\$15 plus postage (contact Linda for postage cost, design and availability)



REGALIA CHAIR

Linda Simmons linda@mgnuts.com

Prices beyond our control subject to change

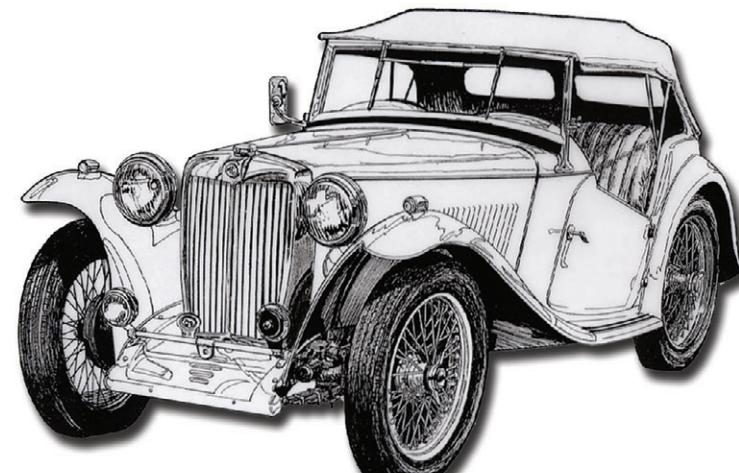


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