

## *The Midget Chassis*

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



## First Class Mail

# TC Motoring Guild **MIDGET CHASSIS**

*October 2016*



Both Pete Thelander and David Reid had fan belts break on their TCs during their recent GoF West travels. Both had grins as they went through the process of fixing the problems. Part of the joy of owning a TC is being able to fix things yourself. This is not always possible on modern cars where sometimes you cannot even see the actual engine behind the plastic decorative covers.

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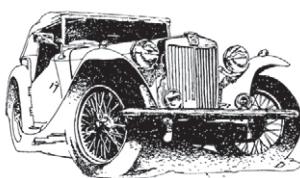
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## Curt's Comments



I don't know who coined the phrase "Sacred Octagon" but, it has created a powerful force in our household! One of the architectural attributes of our house is the use of chamfered corners and, in some cases, full octagon shapes. In our house, there is an octagon shaped window, an octagon hearth surrounding our entry/family-room fireplace, a partial octagon shaped breakfast area and an octagon shaped master bathroom area. In the back yard, there is an octagon shaped dining pad (with surrounding steps), an octagon shaped gazebo pad, an octagon shaped spa (with surrounding deck) and an octagon shaped lamp-post. I think that you get the idea but, before I continue, I must beg your indulgence in a bit of silliness and a lot of "tongue-in-cheek". So, please, "go with me on this one"!

When Jan and I moved (26 years ago), into this house in Westlake Village, California, we brought a partially restored 1917 Dodge Brothers Touring Car with us. That car was placed in the new garage, on 4 jack-stands. This arrangement seemed proper, since it had spent the prior 10 years, on the same 4 jack-stands, at our house in Woodland Hills, California. Initially, it seemed to be very comfortable with its new surroundings but, with time, it seemed to exhibit signs of stress and anxiety. We thought that it was simply suffering from lack of attention but, it also seemed to be threatened by something! That situation continued for the next 18 years, during which time no restoration work was attempted and the car was finally sold.

In late 2008, following a fairly lengthy search, we acquired a "drivable" (and seemingly "happy") 1948 MG-TC. Although "drivable", a number of things were "wonky" but they failed to receive our much needed attention. With time it, too, found its home on the same 4 jack-stands previously occupied by the 1917 Dodge Brothers Touring Car. (What an insult that must have been for that big Dodge Brothers Touring Car; being replaced by a "Foreign Midget Roadster"!)

Well, what I think this story is all about, is:

- The Dodge felt so threatened by the unrelenting and overwhelming presence of octagons that its health declined and it had to be moved to a more friendly and caring home. (I suppose that was a case of "Elder Car Abuse"!)
- The MG-TC, upon its arrival, immediately felt welcome and invigorated by the many octagon shapes in its new home. As a result of this "happy" environment, and with some special nurturing care, its health has improved greatly. With continuing care, and proper attention to its problems, this TC-4694 is expected to be "up and running" (i.e., off of jack-stands with wheels on the floor) in the near future!

So, that is how we got our TC! At least, it is my story and I am sticking to it!  
Cheers

*Curt*

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## BRITISH SLANG LESSONS by Curt \*

British	English
Wonky	= Not right
Doggy	= Suspicious

\* can you find these in this newsletter?



**Tuesday,  
Sept. 27th**  
**8:00 PM**  
**Visconsi  
Automotive Art**

TCMG member John Visconsi will be giving a fascinating presentation on his automotive sculptures. John spends countless hours fabricating each piece by hand using 3/8" tubing to create unique and beautiful artistic creations to represent various auto makes and models. See the techniques and skills involved to create an automotive art piece like no other at this most interesting presentation.



While John's main focus is on car models, he has branched out to logos so as to include MGs.



Porsche 356 Speedster  
and over three feet long

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

## 60th Annual TCMG/ARR Conclave



**Only Weeks Away Now**

**October 6-9, 2016**

### *The Apple Farm San Luis Obispo*

It is the time for the 60th annual gathering of the TC Motoring Guild (The South) and the Abingdon Rough Riders (The North). We are meeting at The Apple Farm located at the north side of San Luis Obispo on Thursday, October 6th, and we will be parting company Sunday, October 9th. It is located next door to the Motor Inn, the first motor hotel in America and the site of the very first Conclave.



We will have some sightseeing drives planned for both Friday and Saturday. Friday's drive will take about an hour and a half, and Saturday's will take about two and a half hours.

**ROOM RATES** negotiated with The Apple Farm.

In the hotel itself there are:

King rooms (4 available) and Queen rooms (4 available) at \$132.44 on Thursday and \$222.99 on Friday & Saturday.

In the "Trellis" section (next to the parking lot)

King rooms (9 available) and "Trellis" Queen rooms (13 available) are \$121.12 on Thursday and \$155.08 on Friday & Saturday.

To book your reservation call The Apple Farm at (800) 255-2040 and use the Abingdon Rough Riders reservation #805816.

**TRADITIONAL BANQUET** will be Saturday night.

Security cameras will be strategically placed to protect the club banners. Banquet choices are three dinners:

- 1) Farmer's Market Pasta (vegetarian offering) \$32
- 2) Seared Salmon with Rice Pilaf. \$40
- 3) New York Steak with mashed potatoes \$40

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## TCMG Member Story



My first car was a 1952 TD that I purchased shortly after graduating from high school in 1960. I spotted it sitting on a vacant lot with a for sale sign and though it looked spent, I knew that was the car for me. It was powder blue and someone had painted a black and white checkerboard on the grill. I scraped up the \$500 asking price, which was a fortune for me at the time, and proudly took her home. My dad was less than overjoyed with my purchase. He was of the generation that held a strong belief that only American made cars were worth buying and that I was in for a headache with my "foreign" car.

When the first weekend rolled around I hopped in the car and set out for a 100 mile round trip drive to bond with my new car. The route I chose included a section through Mt Lassen National Park with a summit passage at 8,500 feet. This was the beginning of a learning lesson I would not soon forget. The ride in a "modern" car of the time would have been a few hours. It took me well over 12 to complete in my TD. Climbing the hills at altitude was grueling. I could have gotten out and walked faster in many sections. The other thing I had not counted on was the cold. I didn't plan on being at 8,000 feet after dark and was

dressed for the warm valley floor where my trek began. By the time I reached home it was near 3:00 a.m. and I knew what was in store for the powder blue MG. LOTS OF WORK!

Dad had taught all us boys how to work on cars so up on blocks she went. The hood came off. Radiator removed. Engine pulled. Dad worked at a local auto parts store so the engine went to their machine shop to be rebuilt. While all this was taking place, the headlights and grill slats went to be chromed and the rest of the car went to the paint shop to be transformed from powder blue to jet black. My aunt helped fabricate a new top and covering for the side curtains and I restored the dash.

With my "new" gorgeous jet black 52 TD all reassembled and tuned to perfection, I set out again for the trip to Lassen Park and this time it was a grand ride.

After all these years, I wish I still had that car. I've always really liked the looks of the TC and shortly after selling my sailboat I made up my mind that if I found one I liked I would grab it. The opportunity presented itself in November 2015 when a 48 TC in British racing green, in excellent condition, caught my eye. According to the dealer, the car needed nothing other than a new owner so I snapped it up. When I got it home, remembering my earlier lesson with an MG, I decided to take it for a short drive. When I got back I knew what was in store for the TC. LOTS OF WORK!

Now, almost a year later, my little green 48 TC is a joy to drive and I plan on a run up to Lassen Park in the near future.

*Charley Williams, TC 6126 7*

## Protect Thy Rear End

by Reed Dickinson TC/EXU7385

The original rear end license plate holder on a TC is, at best, a flimsy design. It appears to be made of thin sheet metal and offers absolutely no protection in a rear end collision. This article will detail a replacement plate that offers some protection in case of a collision. Nothing can be installed on our beloved MG's that will prevent damage in all cases but this installation will at least minimize the damage.

The criteria I used is that any replacement must appear close to the original as possible and consistent with maximum rear end protection.

Here are my restraints

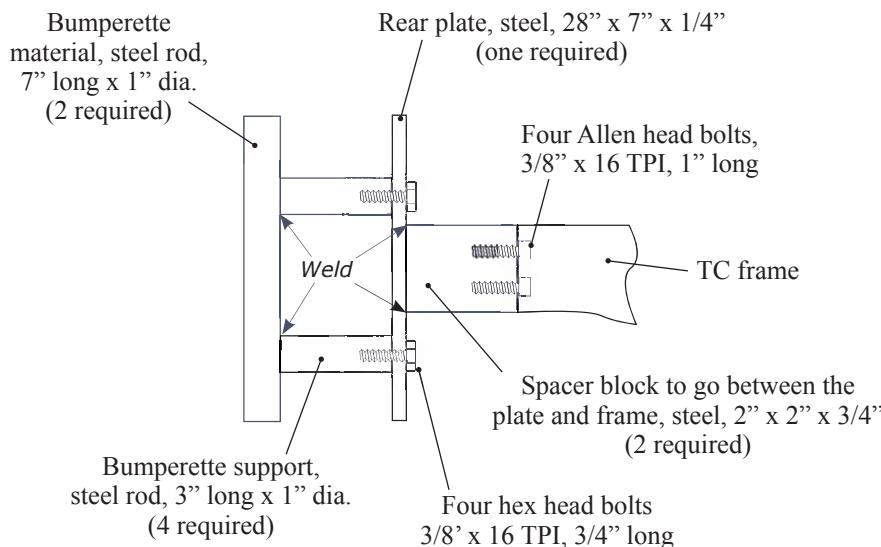
The rear plate should be as wide as the spare tire, 28". A little wider than the original but I felt it was necessary to provide room for the bumperettes. Aesthetically it looks good.

The plate height is the same as the original, 7".

Bumperettes on each side of the plate must be the height of the plate and mounted as close as possible to the mounting blocks going from the new plate to the frame.

Room for affixing the two Lucas rear lights on the plate.

Room for affixing the license plate.



## ASSEMBLY OF THE BUMPERETTE:

Remove the old rear plate and remove all hardware. Measure the distance between holes in the rear part of the frame and drill and tap two 3/8" x 16 TPI holes in each of two spacer blocks. Attach the drilled spacer blocks on each side of the frame using grade 5 or better Allen head screws. Take the 28" x 7" plate and round the corners to about a 1" radius. Clamp the plate to the spacer blocks with the plate centered between the spacer blocks. Once you have the plate fixed where you want it spot weld the spacer blocks to the plate. Remove the spacer plates and finish the welding. The bumperettes are 1" diameter steel. Mill a flat about 1" wide and 3/4 inches from each end about 3/8" deep. Clamp the bumperette support perpendicular to the rod and weld the two together. Drill two 3/8" holes on the long plate the same distance apart as the centers of the supports. Mark the hole location on the support pieces and drill and tap each one 3/8" x 16 TPI. Drill and tap holes in the long plate to receive the license plate and the two Lucas lights. Assemble all the steel parts, clean it well and black powder coat it. Using a 1" diameter chassis punch cut holes in the thick wall transparent tubing the same spacing as that used on the bumperette support. Cut a slot between the center of each hole and work the tubing over the bumperette. I found that the welding process slightly warped the long plate so I had to expand each mounting hole in the rear of the MG frame slightly. Careful welding and allowing the plate to cool during welding might alleviate this problem. Assemble all the hardware on your new plate and test the functioning and take your baby out for a run.



These views show the spacer blocks to the frame plus the bolts into the bumperette spacers



If more information is required please call Reed Dickinson at 714.838.1011

Wrap the vertical steel rod with the plastic tubing

## Heat - An Enemy of Rubber

Last month we showed several ways of replacing the rear motor mounts (aka trans mounts) with a question on what causes these items to wear out. Age certainly is a factor, but heat is a doggy factor as well. The mount on the drivers side is very close to the exhaust system and when I inspected my two mounts, the one on the passenger side still looked in decent shape while the drivers side mount next to the exhaust had the rubber swelling and cracking. So when I put my new mounts in, I added a heat shield out of some sheet metal. Will see it helps as time goes on.

If you decide to do this, you might want to make card stock pattern first to see what design will work best. It did take a bit of playing around to get mine in (and I had the floorboard out). An alternative is to use one of the various exhaust pipe/header wrap products and it might be easier to do. If anyone tries that I would love to hear from you so we can share it with other TC owners.

*David Edgar, TC 5108*



Before shield installed.



Two views with shield in place



New mount on left and old heat mangled mount on the right

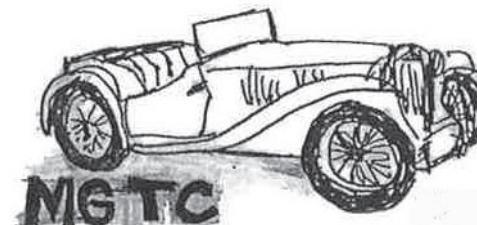


Simple sheet metal shield

## TC Birthdays (Build Dates)

We are listing our TC birthdays or build dates each month. These are the ones to the middle of October

Oct 6, 1948	TC6736	Bob & Jackie Wills
Oct 7, 1947	TC3737	Roger Morse & Lynn Arnold
Oct 7, 1947	TC3738	Roger Morse & Lynn Arnold
Oct 8, 1948	TC6776	Rick & Judy Storms
Oct 13, 1948	TC6802	Malcolm & Joy Buckeridge
Oct 14, 1948	TC6827	Gorden Bundey & June Wennekamp
Oct 15, 1947	TC3820	David & Suzie Coleman
Oct 16, 1945	TC 0273	Tom & Emily Wilson
Oct 16, 1945	TC 0279	Tom & Emily Wilson
Oct 16, 1947	TC3830	Bill & Suzanne Young



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## August 23rd Meeting Minutes



The meeting was called to order at 7:30 PM by President Curt Sorensen. We met at the Simon Museum for movie night. The hosts were June and David Simon and Bobbie and Ron Simon. Guests were the Buckeridges' son John and friend Emma from England.

Birthdays for the month of August included Don McLish, Gorden Bundy, and David Edgar. Members' cars manufactured in August were Karen Olson, Brian Wescott, John and Linda Wright, and David and Lucy McCanne.

Minutes from the July meeting were submitted as written in the newsletter and were accepted as printed with no corrections.

Joyce Edgar posted the Treasurer's Report and reported that PayPal has been used. GoF West 2017 registration can be made on PayPal.

Programs for the coming months include Visconsi Auto Sculpture in September,

the Halloween Potluck in October, Restorations by Hanes in November, and the Holiday Party in December. The October meeting will include nominations for the upcoming election. Richard and Sandra Loe volunteered to be the Teller Committee.

Completing the old business portion of the meeting, Richard Loe recapped our recent event to the Will Rogers State Park for a home tour, picnic lunch, and to view a polo match.

After reminding everyone of the Conclave in San Luis Obispo October 6th – 9th, Curt adjourned the meeting at 7:50 PM for refreshments and a film of the 1993 GRANE (Great Rally Around New England).

Respectfully submitted,

*Sandra Loe*  
Secretary



What a great setting for a bunch of car nuts, as we meet with classic cars surrounding us.



The kids loved playing with the old game machines on display, with David Simon's permission and encouragement.



TCMG members who drove to meeting were the Richard and Sandra Loe and Garret & Ambre Hanes while Dave and June Simons' TC was on display at the museum.



Prof. Fate's creation from The Great Race in 1965

## Save the Date for Our Party

Save the  
Date!



Our TCMG Annual Meeting has been set for Dec 11th at the Sportsmen's Lodge in Studio City. More information will come, but for now save the date. Thank you Lucy McCanne for organizing.

Sunday  
Evening  
December 11

### TCMG Auction with Art Ludwick as Auctioneer

Three door prizes (one \$50 and two \$25 cash prizes) will be given out at the party.

## TC for Sale

Gene Roth is selling his award winning TC. Unquestionably one of the finest TCs around. Sure there have been some modifications but nothing that cannot be undone (but who would want to).



Has a 5 speed trans, supercharged, Crane cam, matching numbers, and just about flawless in appearance. \$45,000 (and worth every penny in my opinion - DHE)

If interested call Gene for full details of all up-grades or e-mail him your phone number and he'll call you.

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## GOF West 2017

July 10-14, 2017  
Santa Maria, California

More info or to register on line -  
[gofwest.org](http://gofwest.org)

Or for more information, 619-593-8255  
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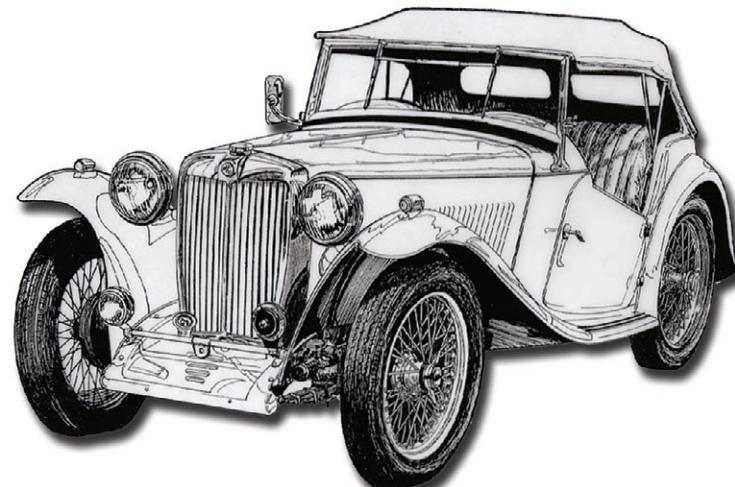


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