

The Einhorn Hot Dog Run



**August
18th**

Watch for flyer
with details in the
mail as well as on
our group email

TC Motoring Guild **August 2018** MIDGET CHASSIS



Our TCMG members are a happy bunch - at least when their TCs are running properly. More photos of the Channel Island British Car Show on page 11.

Custom created gourd by Sandra Loe memorializing the 20th Anniversary of the Henkel's hosted TCMG Picnic.
See pg 12



Joe turns 99.
See more
about Joe on
pages 6-7



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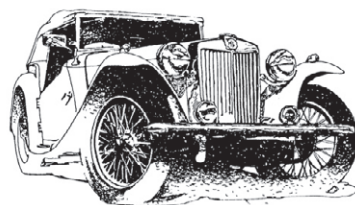
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Save the Date
TCMG Holiday Party
Dec 9th

TCMG Officers and Chairs for 2018

President	Curt Sorensen818-991-6152	curtwlv@aol.com
Vice Pres.	Mel Appell818-990-2434	mtappell@aol.com
Secretary	Sandra Loe818-790-2332	fordydelux@yahoo.com
Treas/Memb	Joyce Edgar619-593-8255	djedgar@pacbell.net
Director/Web/Events	Steve Simmons(see directory)	mail@mgnuts.com
Director	Lucy McCanne323-463-9869	Darodoll@aol.com
Ex Officio	Richard Loe818-790-2332	fordydelux@yahoo.com
Editor	David Edgar619-593-8255	djedgar@pacbell.net
Co-Editor	Jim Crandall310-457-3967	crandallonline@yahoo.com
Historian	Don McLish818-352-3741	dmclish1@hotmail.com
Regalia	Linda Simmons(see directory)	linda@mgnuts.com
Sunshine Chair	Bobbie Simon818-708-2033	simonbobbie@yahoo.com
Hospitality	Jan Sorensen & Bobbie Simon	janwlv@aol.com



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

Curt's Comments



So, when is a "Power Point" presentation not a "PowerPoint" presentation? Well, it is when the presentation is about a "Power Point" and not the use of the Microsoft Office software entitled "PowerPoint". The British Cambridge Dictionary defines a "Power Point" as "a device to which a piece of electrical equipment can be connected in order to provide it with electricity". The "Power Point" addressed in this article is that pair of terminals (Red & Black) which are located at the lower/center of a TC's Dash. Even though the official MG-TC Instruction Manual identifies these seemingly useless "pin-jacks" as an "Inspection Lamp Plug Socket", I am going to refer to them as a "Power Point"!

At the time of the TC's manufacture, the selected Power Point interface (a pair of pin-jacks) was a proper choice. Such electrical components were commonly available and, in that application, they were used for only one accessory, an incandescent Inspection Lamp. Today, some seventy years later, a typical TC owner probably has more than one accessory, none of which has a pin-jack electrical/physical interface. While restoring my TC Dash, I decided to address this problem. In particular, it was my objective to provide a convenient Power Point interface with the following accessories.

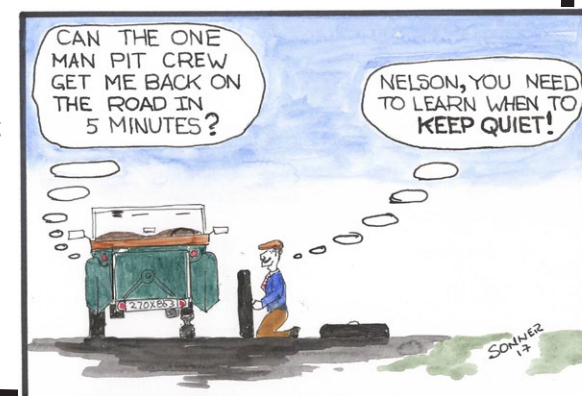
- Trouble Light (LED) – Cigarette Lighter Plug
- GPS Navigation System – Cigarette Lighter Plug
- iPhone – USB Connector
- iPad – USB Connector

In addition to these functional/physical criteria, I was determined to retain the visual originality of the Dash. When the overall Dash restoration was completed, all of these objectives had been satisfied with no noticeable loss of originality.

A detailed description, of that Power Point modernization, cannot be provided in this limited space. Accordingly, I will write a more complete description for a subsequent Midget Chassis article or, perhaps, a formal paper for the TCMG "T-Clinic" Library. I believe that this simple modernization can provide increased convenience and safety to our beloved TCs with essentially no compromise to their originality. I hope that you think so too!

Cheers,

Curt Sorensen
 TCMG President 2018



Geoffroy Locquenutte & Nelson: On the Road



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BRITISH SLANG LESSONS by Curt

British		English
Anti-clockwise	=	Counter-clockwise
Loo	=	Toilet
Chivvy Along	=	Move Along Quickly



Tuesday, June 24th

8:00 PM



Grand Marques video on MGs

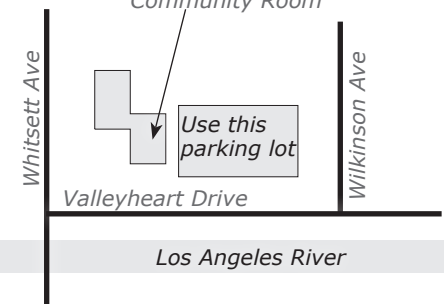
Our historian Don McLish will be presenting a video on the history of the M.G. marque. Learn about the various models M.G. produced from the earliest days through the later years, many which are not commonly seen on our shores.

TCMG Meeting spot
36th Church of Christ Scientist
4032 Whitsett Avenue
Studio City, CA 91604

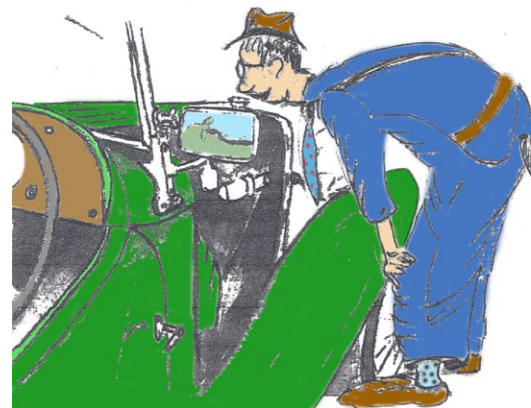
About a mile south of the 101 Freeway
and two blocks north of Ventura Blvd
Take the Coldwater Canyon or Laurel
Canyon exits off the 101.

Use the parking lot on corner of
Wilkinson and Valleyheart. Meet in the
Community Room (labeled school).

36th Church of Christ, Scientist
Community Room



MG making drivers into mechanics since 1929

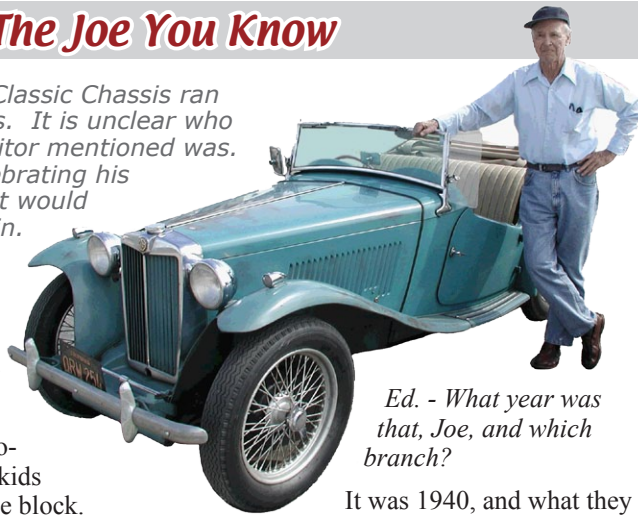


TCMG member Jim Sullivan has a hobby (other than his TCs) of drawing or sketching. Much of his artwork depicts TCs or vintage MGs, combining two of his hobbies.

This image was on a card he sent along with a recent payment for regalia. He says maybe he is out of step with the rest of the world, but does enjoy the feel of paper in his hands as he reads newspapers, our Midget Chassis or just normal correspondence. However he does use email or other electronic media if necessary.

The Joe You Know

Back in 1991 and '92 the Classic Chassis ran a series of Member Profiles. It is unclear who wrote these or who the editor mentioned was. But with Joe Douglass celebrating his 99th birthday on July 14, it would be fun to run this one again.



Born in L.A.

Ed. - What year, Joe?

(Expletive deleted) . . . Do you have to have that? OK, 1919. Raised in San Fernando- 1st 10 years - Great place for kids big area - not many kids on the block. Acres of citrus - of all kinds . . . those blood oranges were the sweetest.

Had a fine wagon - tires came off when I brodied the corners. The scooter came next - a dud! Then came the bicycle - great. Once I mastered the Morrow brake and could take it apart and put it TOGETHER . . . Boy!

Spent most vacations in Santa Barbara - My Grandmother and I shared the same birthday. We got along fine. During the depression years, we lived in Hollywood near Franklin and Highland. Roller skated all over. My teens were spent in North Hollywood - 1st bicycles - lots of camping trips.

Ed. - Who did you go camping with, Joe?

I went with Mack, an old friend - then cars - best thing that ever came along.

Model "T's" - had a special sport car body with cycle fenders - too heavy - gave them back, - plain "T" pickup was better. Better fast, than class! (*Ed. - that's the Joe we know*)

Lots of camping and exploring the Southland.

Model "A" - came in late thirties - had touring bicycles at the same time. Toured to Santa Barbara most school vacations, when I wasn't staying up there. Gave up the Model "A" to enter the service.

Ed. - What year was that, Joe, and which branch?

It was 1940, and what they call the Army Air Corps.

Exit the service six years later, Found work and cars hard to come by, the stay-at-homes had them all. Lived in Canoga Park.

V-8 - Found a wreck - made up a '39 Ford pick-up. More of the "custom" pick-up. Had Mercury engine and a "Columbia."

Ed. - Well, Joe, for those of us who haven't the vaguest idea what that is - could you enlighten us?

Well, yes, I'll give you a history lesson. They used to use a Ruxtell - which is a 2-speed rear end in the "T's." Then the later model of Ruxtell was called a Columbia

(back to the V-8)

The car had been a 4-door convertible. It had "General Jumbos." - forerunner to modern fat tires.

Had a newish 4-door sedan - plus a motorcycle. Motorcycle was to go to work on. Passed by Von Neumanns to and fro to work - got to stopping by and kicking tires - watching Warren _____ maintain things. (*Ed. - Warren _____ was famous mechanic at Von Neumanns for years.*)

Johnnie was building a TD special to race. More of the car lay in little round washers on the floor than remained on the car - due to an attack by hole saws.

Ed. - What were the holes for, Joe?

They were to lighten the car for racing. Last batch of the TCs came in from Canada . . . sort of a surplus up there. I bought one - October '49. Eleanor, Von Neuman's wife, many thought her to be a very hard, difficult woman. But I found her to be very thorough and patient. She showed me how to stow the top and where the tools went, how long to warm it up and take care of it. She was very complete and showed you everything you needed to know. I thought she did a fine job. The TC - I preferred fresh air and leather seat covers to smoked-up broadcloth interiors - no matter how fine. TC was used for work and play - but put over 30,000 miles on it the first two years - so got a second car and then a second motorcycle and a third, etc., etc.

Ed. - How many bikes did you end up with?

I eventually had seven. Married with children - worked downtown. Slowed the TCing some - Tom and I had several fine trips in the TC when he was three. Later grew too large - we could leave them and Jeanne and I took trips.

1959 - discovered the TC Motoring Guild - 1st trip to Carmel for a conclave, started with Floyd Burt, but finished alone. Floyd lost a valve in his "TA" and came up late on 3 cylinders. I carried the 1/2 shaft and hubs for "my own wee beastie" (another driver which had broken down - it was fixed on the return trip. Lots of TCMG events from Canada to Baja.

Retired - 1978

Started hiking a lot. Lost Jeanne - February 1985. Started backpacking. Climbed nearly 200 peaks in So. California. Guess you'd say I'm enjoying the flowers - hope you are also.

Several unusual memories come to mind.

1st- Racing up Cahunga Pass away from the stop sign at the bottom - (*Joe & friend Mack were in Mack's "T" - Ed.*) We overtook a "Diesie." It was John Carradine - he "let" us come up even, flashed a grin and stood on it and left us - all in fun! This was when Mack had a "RAJA" on his "T."



Joe at age 84.

2nd - Wild Ride #1 - Sheared the sprocket bolts on my Indian motorcycle - a wild-eyed, young girl - 30 feet of rope and a V-8 towed me to Canoga Park from Riverside north of Figueroa, near the old airplane salvage year, - Whew!!

3rd - Wild Ride #2 - Harvey broke a 1/2 shaft on his TC and he put a rope on his Jag., tied it to the TC and I steered the TC - sort of, down Ventura Blvd onto

Woodman- MAN! Several times I was in the one lane and he was in another! The wheel didn't come off, but it sure wobbled. And that corner at Woodman was something else!! The way Harvey was driving, I think he had forgotten a TC was back there!

Ed. - I get the feeling this is just a small glimpse of the Joe we know.

Preceding text is from original article. But current editor has a couple bits to fill in as well. John von Newman owned a very successful sports car dealership, Competition Motors, which sold MGs.

On one of our TCMG runs in the mid 1980s we drove down a winding mountain grade from 4200 feet to the desert floor. I was following Joe and he was a flash in his TC and I could barely keep up. He is one heck of a driver. And realize Joe was probably about 70 years young at the time.

Joe knows how to take care of his TC to which he has done for over 60 years now. He is one of a kind.

N.O.L Brand Oil

NOL products were the officially recommended lubricants for all MGs. What's the history?

by Tom Wilson

NOL branded oils and lubricants are synonymous with MG and Morris cars from the 1940s and 50s. What is NOL, and where did it come from? NOL products were specially branded lubricants developed by Duckhams Oils and marketed together with Morris Motors (later becoming the Nuffield Organization, then BMC).

William Morris (1877-1963) started making cars in Oxford about 1910. He rapidly built up market share, holding over 50% of Britain's market by 1924. Though Morris had a policy of buying up suppliers, he never did so with his lubricant supplier, Duckhams. Instead they developed a mutually beneficial relationship for their companies that lasted well past both their deaths. Alexander Duckham (1877-1945) went into business as an analytical chemist in 1898, primarily in lubricants. He developed a reputation for an ability to create and manufacture lubricants for specific applications – first for early aircraft, then motorcars, then a variety of military machines for WWI. His company's foothold was established in the very early years of lubrication technology.

Morris turned to Duckham for development of special oils and greases for his Morris cars around 1921. Like Duckham, Morris also believed in the combination of good quality and brand marketing. By 1931, Morris selected one of the Duckham oils as the sole recommended oil for his Morris and Wolseley marques, branding them as "Morrisol." The testimonials and marketing information all pointed to this selection as recognition of quality oils for the cars. Yet underlying these statements there was a brand development strategy and agreement to share profits of all Morrisol branded products. This worked quite well – and profitably – for both companies right up into the 1960s.

After the war (World War II) the Nuffield Organization recognized a name change for Morrisol was appropriate as Nuffield encompassed several car brands - MG, Morris, Riley, Wolseley, and Morris Commercial. Several names were created - *NOL*, *NOIL*, and *NUFFOL* - and applications for trademarks made. NOL was the only name awarded a trademark registration; that decided the name. Originally designated to stand for *Nuffield Organization Oil*, it was eventually changed to represent for *Nuffield Official Lubricant*. A new product and profit sharing agreement was made between Duckhams and Nuffield in September 1945, and the NOL brand started appearing on Nuffield vehicles in early 1946.

The NOL quart metal can under the bonnet for spare oil was a staple of this agreement for years. Morris provided the clip; Nuffield the can. NOL branded oil filler caps, also used, today are rarely seen today on TCs, TDs, or TFs. Here are some interesting notes from a Nuffield Organization executive meeting in September 1947 about the logistics of the NOL branding and issues:

N.O.L. publicity on vehicles ex works

- Windscreen running-in labels, manuals, and lubrication schedules are being issued by all factories, both Home and Export, in accordance with dicta discussed and agreed at our meeting in October, 1945.
- The clip under the bonnet for the spare quart can of NOL is being fitted by Morris, Wolseley and MG. With regard to Riley, I still hope that they will in due course find the necessary space.



With Morris Commercial we have agreed that it was not worth the candle owing to the attractiveness of the quart can to the lorry driver.

- The Board of Trade still will not allow any small steel containers of 1 gallon or under for lubricating engine oil - other than for export. Containers made of composite materials or aluminum are too expensive.
- Until the issue of cans for home is resolved, a tie-on label/ card will be placed on the clip, and car owners will send their names to us for supply of the spare quart can as and when they become released.

Stamping on oil filler caps USE NOL Oil

- This is being done by Morris Motors and Wolseley - not as yet by Riley, who hope to rectify the position in future productions.



Above: Early TC / Post XPAG 2966 with painted valve cover. Filler cap: brass cap with: "USE N.O.L. ENGINE OIL"

Left: Late TC: Aluminum filler cap with: "USE N.O.L. ENGINE OIL"



Right: TF cap with multiple oils listed, including N.O.L.



Cap photos from Doug Pelton
Jan/Feb 2010 Classic Chassis
Oil Filler Cap article.

TC Birthdays (Build Dates)

Happy 69th, 70th and 71st Birthdays

July 16, 1948	TC6073	Roger Morse & Lynn Arnold
July 21, 1948	TC6101	Patrick & Laura Mauch
July 22, 1948	TC6126	Charley Williams
Aug 18, 1947	TC 3336	Edwin Fuller
Aug 19, 1947	TC 3353	Brian Wescott
Aug 19, 1948	TC 6373	David & Lucy McCanne

Build dates listed are when the TCs began near the beginning of the assembly line and assigned a number.



Other Future Events & Tours



September
10-14, 2018

Hard Rock Hotel

\$60.00
GoF West
Registration

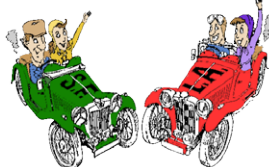
In Spirit \$25.00

To Register on-line:
GoFWest.org

For additional information:
gofwest2018@gmail.com

62nd Annual TCMG / ARR Conclave
October 12-14

The Annual Conclave of the TC Motoring Guild and Abingdon Rough Riders will be held at Narrow Gage Inn (now full) at Fish Camp near Yosemite. Try nearby Best Western Yosemite Gateway in Oakhurst



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Channel Island British Car Show



Jim the raffle winner

Steve put out photos of TC on it's travels



Norma & Sandra

Those who attended our July picnic at the Channel Islands British Car Show in Oxnard were rewarded with beautiful cool weather and British iron as far as the eye could see. TCMG members who registered their TCs for the show were Simmons, Loe, Crandall and Sanratelli. David Reid entered a Jaguar XK-150. Jim Crandall suffered a last minute shoulder injury and couldn't drive the TC, and Tony Sanratelli was sent out of town on business the day before, so we were two cars short.

While driving to the show, Steve Simmons came across another TC on the side of the road with electrical problems. It was Michael Tooke of Santa Paula who we met at last year's show. Two friends Steve was caravanning with (in MGA and Mini) also stopped. After 30 minutes fiddling about, the collective minds identified the problem area and made a work-around so the car could continue onward. Michael's wife Pam gave him much grief that he wasn't a member of this fine institution so he has

indicated that he will be joining us soon. So two TCs down the night before and one up again by morning!

Upon arrival at the show, we found Robert Goldman's ex-Al Moss TC already in place and parked on either side of him. A bit later, the Loes showed up in their green TC (the red one is still being repaired from a rear end failure last month). At around noon the club banner went up and members gathered for our picnic. The Crandalls came in a modern car as did Cliff Lemieux. David Reid & Terry Schuller were showing their Jaguar XK-150. At the end of the show, the Simmons TC won First In Class (TC-TF) and the Tooke TC was awarded Second Place in the same. Jim Crandall won a raffle for a bucket full of Lucas car care products. All in all a great and relaxing TC outing!

Photos and report by Steve Simmons



Michael & Pam Tooke



Richard & Sandra Loe's TC

June 26th Picnic/Meeting Minutes

The meeting was called to order at 8:13 PM by Vice President Mel Appell. The minutes of the May meeting were submitted and accepted as printed in the Midget Chassis. The Treasurer's Report was posted.



Six TCs graced the driveway for our picnic

Malcolm Buckeridge presented the oil drip award to the owner of the TC that leaked the most oil onto a target that was placed under each TC engine. Garrett Hanes was the lucky winner.

A big thank you was extended to Cindy Henkels who has hosted the Henkels Picnic for 20 years donating her home, time, welcoming yard which is always beautifully decorated, and three homemade cakes for dessert. To demonstrate our appreciation she was given a certificate for two to attend the Holiday Party and a gourd crafted by member Sandra Loe.

Steve Simmons reminded us of the July event on the 15th in Oxnard. He asked that anyone planning to attend contact him so he can arrange for our cars to be parked together at the CCBCC.

Don McLish donated some Jaguar catalogues to be given to any members that could use them.

A birthday card was circulated to be signed by all members to be presented to Joe Douglass on his 99th birthday July 14th.

The meeting was adjourned at 8:24 PM.

Respectfully submitted,

Sandra Loe
Secretary

We thanked Cindy for having us over for 20 years. We honored her with tickets to our 2018 Holiday Party as well as a beautiful gourd crafted by Sandra Loe



TCMGers come up the driveway



We greet TCMG friends once again



Having a picnic in style. Great company, great cars, lovely venue.



Gathering around the six TC's was fun

Cindy got the recipe for the cake that was used at the Royal Wedding. Elderflower & Lemon was scrumptious as were the ones with pineapple and chocolate.



Garrett wins the oil drip contest. His prize was an empty bottle of oil. Sorry, the bottle must have leaked.



And the TCs depart after a very fun evening

**20 years of TCMG picnics
at the Henkels' home**

Club Regalia

TCMG Car Badge	\$25 (\$30 if mailed) members only
TCMG Cloth Patch	\$8 (\$9.50 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)
Vintage TCMG T-shirts	\$15 for short sleeve, \$18 for long + postage
Modern TCMG T-shirts	\$15 for short sleeve, \$18 for long + postage
TCMG Hoodies	\$30 + postage

NEW for 2017!

TCMG embroidered ball caps are available in two styles – Flex Fit with modern style TCMG logo, and Traditional with Vintage TCMG logo.

Modern Cap Features:

Flex Fit cap with spandex rim band
Modern style TCMG logo on front
with our web address on rear
Charcoal Grey with white logo, sizes
SM/M or L/XL

Vintage Cap Features:

Vintage 1950's TCMG logo on front
and "Est. 1954" on rear
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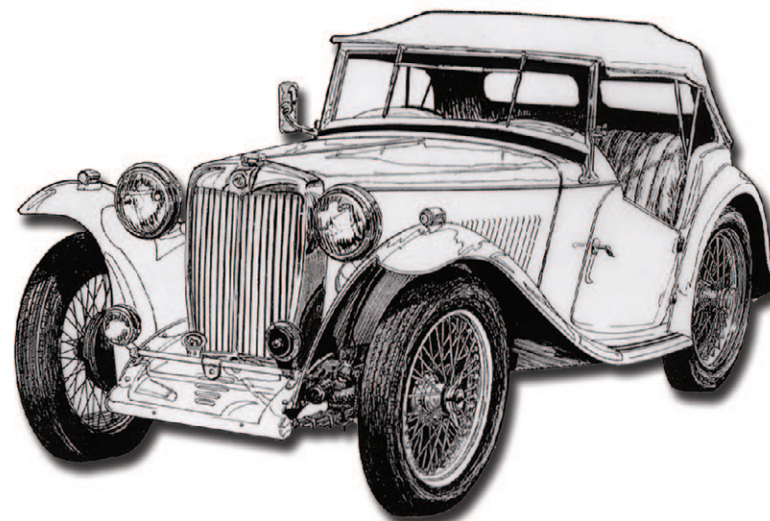
Vintage cap design



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