

TC Motoring Guild MIDGET CHASSIS

*June
2018*

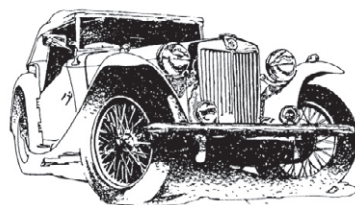


Halfway House Tour on April 21st was a fun one with four TCs wearing out the roads. See more photos on page 10

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

 **Saugus Automotive Repair**
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2018 TCMG Directory was
 mailed out via USPS on
 May 3. If you wish a PDF
 copy at no charge, please
 contact David Edgar and it
 will be emailed to you direct.
 Note that PDF copies are
 updated as changes are made
 throughout the year so are
 always up to date.

David

TCMG Officers and Chairs for 2018

President	Curt Sorensen	818-991-6152	curtwlv@aol.com
Vice Pres.	Mel Appell	818-990-2434	mtappell@aol.com
Secretary	Sandra Loe	818-790-2332	fordydelux@yahoo.com
Treas/Memb	Joyce Edgar	619-593-8255	djedgar@pacbell.net
Director/Web/Events	Steve Simmons	(see directory)	mail@mgnuts.com
Director	Lucy McCanne	323-463-9869	Darodoll@aol.com
Ex Officio	Richard Loe	818-790-2332	fordydelux@yahoo.com
Editor	David Edgar	619-593-8255	djedgar@pacbell.net
Co-Editor	Jim Crandall	310-457-3967	crandallonline@yahoo.com
Historian	Don McLish	818-352-3741	dmclish1@hotmail.com
Regalia	Linda Simmons	(see directory)	linda@mgnuts.com
Sunshine Chair	Bobbie Simon	818-708-2033	simonbobbie@yahoo.com
Hospitality	Jan Sorensen & Bobbie Simon		janwlv@aol.com

Curt's Comments



As some of you know, our 1948 TC (No. 4694) is sort of "back on its wheels again". The stubborn ignition problem has been solved, however a nagging brake problem is still a concern. In any event, its current condition permits an occasional trip to local stores and events, and allows us to gather further data on the brake problem.

A routine, which I have had for a couple of years, is a weekly trip to the local Western Bagel Shop in Thousand Oaks, California. At that location, I eat a cinnamon roll (with raisins), drink one or more cups of coffee (with hazelnut flavor) and read that day's Wall Street Journal (cover to cover). This process takes approximately one hour, after which time I carefully fold my newspaper (leaving it for someone else), return to my car and drive home (or to the hardware store if I need something). Now that the TC is back on its wheels, I follow this weekly routine in the now "street-worthy" TC.

On my most recent trip (May 1st), I arrived in the parking lot and, much to my dismay, found that someone was parked in my favorite space (i.e., one visible from the Bagel Shop). In my reaction to this annoying inconvenience (how dare they park there), I did a rather poor job of parallel parking in an alternate location. The rest of the one-hour visit went smoothly but, when I returned to the car, I took

special note of my rather crooked parking job.

That afternoon, while catching up on my emails, I found a note (with two attached photographs) from Doug Pelton.

Doug's message simply stated: "You have been sighted by my family. Good looking car." Upon opening the attached photographs, it was apparent that they were pictures of our TC (i.e., front number plate, etc.) and that they had

been taken while I was in the Bagel Shop (i.e., familiar parking lot and particularly crooked parking job). I immediately responded to Doug's email and asked if he had family living in the area or if he had a network of spies. He has, not yet, responded to my inquiry! Maybe he was just checking

to see if I had installed my new front number plate better than I had parked. I may never know!

In any event, I thought that the entire incident was kind of fun, and I wanted to share it with

you. It also provides me an opportunity to verify (photographically) that our TC (No. 4694) is truly "street worthy". Maybe not "parking lot worthy", but at least "street worthy"!

Cheers,

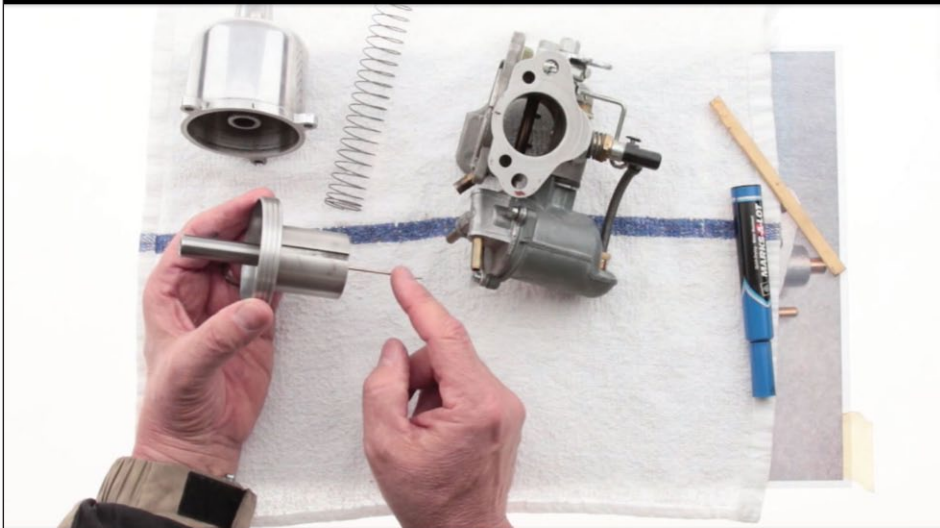
Curt Sorensen

TCMG President 2018





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BRITISH SLANG LESSONS by Curt

British English
Fortnight = Two Weeks
Hoover = Vacuum Cleaner



Tuesday, May 22nd

8:00 PM

All Things New

"All Things New" program last year was very successful so we are repeating it this year. Members are encouraged to bring stories, items for show and tell or anything "new". This can include projects on your TC or other items of interest (they do not have to be car-related). Vacation stories, birthdays or your fancy new hat all count! See what your fellow

club members are up to with their TCs, and lives in general. This is a great chance to learn something new and catch up with old friends!

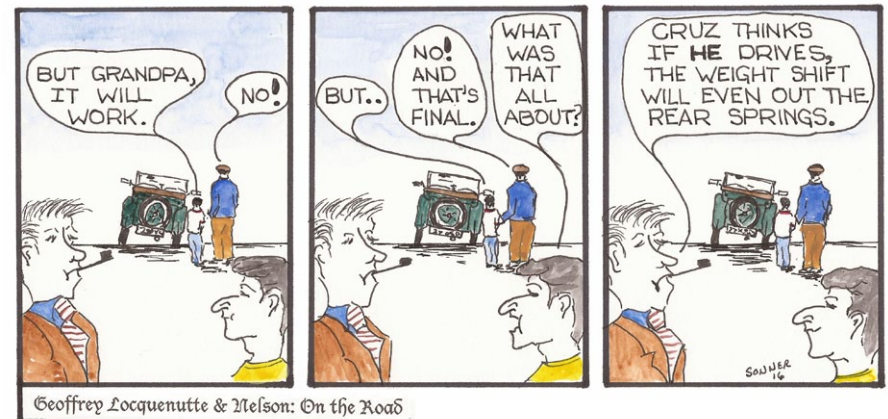
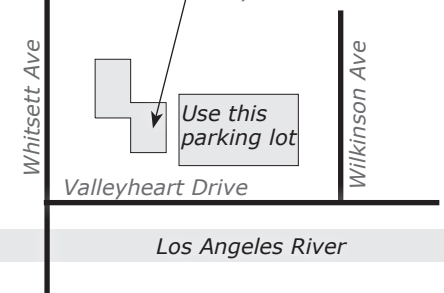
Curt Sorensen will bring us up on his TC restoration progress and Steve Simmons has "various gizmos of historical interest." What will you share?

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



Geoffrey Locquenutte & Nelson: On the Road

New TCMG Members

Welcome

Please welcome our newest TCMG members



Hopefully we will get some current photos of Charlie's TC but for now know that he bought Doug & Ilene Wimer's TC. So the TC remains in the club. Photo here is from 2009. Good to have it back with the TCMG.

Ockwell, Charlie

6653 Orion Avenue
Van Nuys, CA 91406
phone: 418-640-2115
chucklehill@earthlink.net •
1948 TC 6811 XPAG 7624 Red / Biscuit



Another photo of Tony's TC on next page with bonnet up

Santarelli, Tony & Eniko

8158 Manitoba Street
Playa del Rey, CA 90293
phone: 310-251-4401 (c)
310-821-8722 (h)
legalsanta@aol.com •
1948 TC 3976 XPAG 4649 Red / Tan



Tony

Kupferman, Steve & Meredith

13701 Summit Village Road
Bakersfield, CA 93306
phone: 916-475-3783
steveandmeredith@gmail.com
1948 TC 6905 XPAG 7788 Burgundy / Black

TC was built in '48, but is registered as a '49. Steve acquired the car from Tim Remesal in Santa Rosa (ARR member). Tim acquired it from Paul Skvaril (San Rafael) who appeared to own the car from the 80's into the 2000's. No info on prior ownership. Any help would be appreciated.



JULIAN DOUBLE DAY SPRING EVENT

May 30 to June 1st

Information on this has been in prior issues. If you have not made arrangements to attend yet, and want to, better act fast. If you have any questions contact:

Gorden Bundy or June Richard & Sandra Loe
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LOCATION: Julian Lodge
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Julian, CA 92036

RESERVATIONS – 800/542-1420 or 760/765-1420



Wednesday

Tour to Julian

Thursday

Drive to Borrego Springs
Dinner together in Julian

Friday

Line up for picture

Queen's English Show



We had three of our TCMG members display their TCs at the Queen's English All British Car Meet on April 22nd. Richard Loe, Gus Ramos, and new member Tony Santarelli's TCs made a nice showing there. The ex-Al Moss TC was also present.



TCMG members who came to the show sans their TCs were Steve Simmons, Ron & Bobbie Simon, Kay & Larry Einhorn plus Charlie Ockwell.



Photos by Steve Simmons and Gus Ramos

Story by Steve



TC Birthdays (Build Dates)

Happy 69th, 70th and 71st Birthdays

May 14, 1948	TC5503	Brian Wescott
May 16, 1948	TC2798	David & Suzie Coleman
May 19, 1948	TC5515	Jim & Jan Sullivan
June 4, 1947	TC2903	Pete deBruyn
June 10, 1948	TC5700	Gordon & Mimi Glass
June 15, 1949	TC8975	Steve & Linda Simmons
June 17, 1946	TC0946	Steve & Tootie Potteet

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



Cooling Conundrum

Ordinarily TC8975 runs quite cool. It survived a 2,500-mile trip through the Valley of Fire at 116-degrees F. It has climbed steep first gear dirt roads over the top of the Sierra Nevada Mountains. It sometimes inches its way through heavy Southern California traffic during triple digit heat waves. Through it all, this TC has always run cool and never seen the chronic heat issues that many suffer. Lately however, the temperature gauge has been reading much warmer than normal so I set out to find the cause. Since the radiator was re-cored when I rebuilt the engine a mere 15,000 miles ago and the coolant looked clean, I moved past that and went through the rest of my usual checklist items...

everything and just as I was tightening the last hose clamp I got this nagging feeling that I should have pulled the front elbow just to be thorough. Off the radiator came again, and then the elbow and thermostat housing. Here folks, is where the biggest surprise revealed itself.

These aluminum elbows are known to corrode, but I hadn't realized how far it had gone in such a short time. There was about 50% blockage and the aluminum was so badly corroded that upon re-installation, water was shooting out of a bolt hole where build-up had been blocking a leak before. When I tried to install a good used elbow I had on the shelf, I also found that one of the threaded holes in the cylinder head was drilled 1/4" out of position at the

factory and someone long ago had slotted my elbow to fit. But that's another story we need not discuss now.

The lesson here is to never overlook the obvious just because it appears ok

at first glance. When you're dealing with a 70-year-old engine, you can never get them fully clear of rust scale. Even on a freshly rebuilt engine, continuous heating and cooling cycles break old scale free and this



Clogged elbow vs a clean elbow

can clog your radiator even if the coolant looks clear. With this in mind, it may be a good idea to boil your radiator once per driving season (for those who drive a lot of miles) to keep things clear and cool. If you haven't done this for a few years then consider taking the extra step of having the

radiator rodded, as this is the only way to guarantee all the cooling tubes are clear of debris. Some people fit coolant filters but the lack of space between the engine and radiator inlet make this a challenge on a

Further tips:

- When you reinstall your radiator, don't forget to check the condition of all four hoses. Also ensure the bottom hose isn't kinked.
- Reduce the size of the bypass if using a modern thermostat without a sliding skirt. Block off the bypass completely if running without a thermostat.
- Ensure your radiator slats aren't set too "flat," thereby blocking airflow to the radiator.
- Make sure your fan blades aren't installed backwards. It's more common than you might think.

TC. Considering the size of the radiator in comparison to the engine itself, a TC should be able to stay reasonably cool in all weather.



Radiator at the radiator shop being inspected, cleaned and tested

Happy Motoring!

Steve Simmons

A Little TCMG Picnic History



Our June meeting will be the Henkels Picnic and Cindy's curiosity got the best of her and wondered how long the picnics have been going on in Pasadena??

Tony & Cindy were married in 1997 and she remembers going to the park that year after the meeting where we had to clean the bird poo off the tables and benches. And we could only stay until dark.

She found a 1999 pictorial in the Chassis showing pictures of a picnic set up at her house.



She also found a 1998 issue when Tony was President. It mentioned "We will have a short meeting at the clubhouse July 28th and then go to a picnic in the park."

She believes that 1999 was the start of the picnic at the Henkel's home, which means this year is 20 years of picnics at the Henkel's home!!!!

By the way, the 1998 Classic Chassis said ANNUAL picnic so does anyone know when the picnic/meeting began before it landed at Henkel's backyard?

So I drained the coolant and removed the cylinder head rear plate - all clean. Peering into the radiator there was a small amount of debris in the top of a few tubes. For peace of mind I decided to have the radiator boiled out. Off to my favorite shop it went, and when I picked it up he informed me that he got a lot of junk out of it. Hoping for the best, I reinstalled

Halfway House Tour



The Simmons' TC next to guest, Cal.

Our April event brought out 14 members and guests with 4 TCs and a mix of other vehicles. The group met in Granada Hills before departing on a 70-mile tour along some of the old back roads and highways of Northern L.A. County. The roads were all but deserted since most people use the modern highway system now in place, with its straight lines cut right through the hills instead of following the natural landscape (how boring!). Upon arrival at our primary destination, a 1930's cafe in the middle of nowhere, we enjoyed good food and friendly company as we filled our bellies. TCs were driven by Simmons, Loe, Einhorn and one guest (Cal).



Checking under Cal's bonnet. Nothing wrong but this is just something you do with TCs.



We are hoping Cal will be joining the TCMG soon. Good to have another runner for the tours.



Einhorn and Loe's TCs



Enjoying a meal at the Halfway House. Eating always is a good break from driving a TC.

TC was not running so Spindlers brought their old T-Bird.



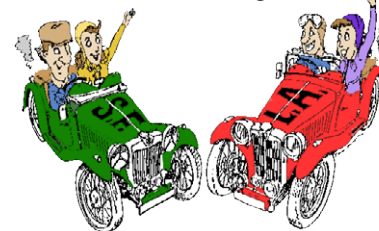
Future Events & Tours

June (Date TBD): California Oil Museum / St. Francis Dam Exhibit



62nd Annual TCMG / ARR Conclave - October 12-14

The 62nd Annual Conclave of the TC Motoring Guild and Abingdon Rough Riders will be held at Fish Camp near Yosemite.



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April 24th Meeting Minutes

At 8:05 PM the meeting was called to order by President Curt Sorensen. The attendance sheet was circulated. Guests included Tony Santarelli, new member Charlie Ockwell, and the Kershaw's daughter, Jennifer. Tony and Charlie met some of us at the Queen's English last Sunday and heard about our club. The Kershaws visited with Joe Douglass before coming to the meeting.



Three TC's at the meeting - Simmons, Loe, & Einhorn

Curt extended thanks to Linda and Steve Simmons for organizing and leading the event to the Halfway House Cafe, to Sandra Loe for the program to be presented after the business meeting tonight, and to Toni and Mel Appell for providing yummy treats this evening.

Birthdays celebrated in April included Curt on the fourth. Stan Belland shared that he and Esther will be celebrating their 65th wedding anniversary on the 25th. Club cars manufactured in April include nine cars with three from Southern California. Those three are owned by Jim and Kim Ellis, Larry Pate, and Hema and Janakie Ratnayake.

Curt reviewed items displayed on the front table: programs, hospitality signup sheet, Things of Interest, Joe Douglass contact information, and a conversation piece (a unique timer).

General announcements included an update on Malcolm Buckeridge and that Kevin Kershaw is going to be a great grandmother.

The March general meeting minutes were submitted as printed in the newsletter.

The minutes were approved with no corrections.

The Treasurer's Report was posted. We now have 97 members including new members Steve and Meredith Kupferman from

Bakersfield along with Charlie from Van Nuys.

Steve reviewed coming events: May - Julian Double Day, June - TBD - check website, and October - Conclave being organized by ARR to be held in Fish Camp.

Future programs include: May - All Things New, June - Henkels Picnic, July - video, August - Simon Museum, September - Great Race video, October - Halloween Party, November - Loe's cars, and December - Holiday Party/Annual Meeting.

The Editor is out of town. Thanks were given to Assistant Editor, Jim Crandall, for editing the May Midget Chassis.

Regalia chairmen Linda and Steve reminded us that an order is being compiled so contact them if you want to place a special request.

Bobbie Simon, Sunshine Chair, had no new report. However, members shared that Joe is working hard to be able to take enough steps to be released from rehab. His goal is to go to Newcomb's Ranch for lunch. July 14th Joe will be celebrating his 99th birthday.

Historian Don McLish had no new report.

The hospitality committee is hoping members will sign up to provide refreshments for the September and November meetings.

The Old Business portion of the meeting was completed with a report that Richard Loe will be sending club information (forms designed by Steve) to sellers of TCs listed on various websites so the data can be passed on to new owners when the cars sell.

Lucy McCanne provided additional details on the Annual Party to be held December

Photos by Steve Simmons



Nice to see George & Kevin Kershaw (along with daughter) at the meeting. Of course it was a pleasure to see everyone else too.

9th at the Sportsmen's Lodge. The Executive Council will work with Lucy to make the final decisions.

The meeting was adjourned at 8:50 for a refreshment break before the program. Many members placed regalia orders with the Simmons during the break.

Respectfully submitted,

Sandra Loe
Secretary



Everyone enjoyed Sandra Loe's presentation



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12 The gang listens to new member Tony Santarelli

Ferry Driving at MG Car Company

Prior to starting my MG apprenticeship during the late 1950's I had to complete a period as a ferry driver which entailed driving production vehicles from A to B within the works. However, to be able to do this it was necessary to have a works driving permit which meant I had to undergo a driving test at the BMC Driving School, which was based at Abingdon. The Senior Instructor, Harry Shillabeer, had previously been a senior police driving instructor at the London's MET Police College at Hendon so he was well qualified to see us through the test.

Before the MG's could pass their final factory inspection they were sent over a standard test route. Having been tested the cars would be driven in at the Marcham Road gate, where the tester would park up and write the road test report indicating where the car was to be taken, which was usually to Rectification, and this was when the ferry driver would take over. As the majority of cars were left-hand drive the ferry drivers would jump in and drive away but woe betide anyone who found themselves in the passenger seat of a right-hand drive car! The more worldly-wise workers would pull our legs unmercifully if we got it wrong.

Having established where to go, the temptation to put one's foot down was sometimes impossible to resist especially if in an Austin Healey 3000 or and MGA Twin Cam. I remember one occasion when an AH3000 was brought in on a works truck with its windscreen completely wiped off and all the upper surfaces badly scratched. I believe it had been rolled by the tester with an apprentice onboard, but at least they had had the foresight to dive down into the foot wells! Thank God, as this was before the introduction of seat belts. The AH3000 was not a popular car with the transporter drivers as with their low ground clearance and large twin pipe silencer, it was very difficult to load without wiping the silencer off. On these frequent occasions the

ferry driver had to drive the car back to Rectification with it sounding like a tank.

Having completed this period as a ferry driver, which I found quite thrilling at times, I looked forward to beginning my apprenticeship proper.

On another vein, I thought you might be interested in the story of my 1936 TA (TA2058) that I bought from a fellow apprentice. It had a broken crankshaft but I was able to buy a complete crank and conrod set with white metal bearings already in situ from Toulmin Motors and the Development Shop then re-built the engine for me. I can't believe I paid £25 for the TA and sold it when I joined the Army for £100 but at that time this was quite a lot of money. I wonder what it's worth now?

I hope you find these snippets interesting.

Peter Watson

Peter is the grandson of George Probert. Probert, or "Pops" as he was known at the factory, was the General Manager of the MG factory from the mid 1930s until his retirement in 1949. He was really a behind the scenes guy that not much was written about. He had a reasonably mild temperament, which helped calm the combusive nature of Cecil Kimber.

I came across his grandson (Peter) during my MG historical research. He sent me this brief story during our communications; I thought it interesting and it might make a good page in the monthly pub.

Tom Wilson

Tom sent this letter back in January. I had it all ready to go in the Midget Chassis back then but then had to squeeze it out to fit the Bobbie'dine Rodda death notice and then it got set aside. Thank you Tom for sending this.

David

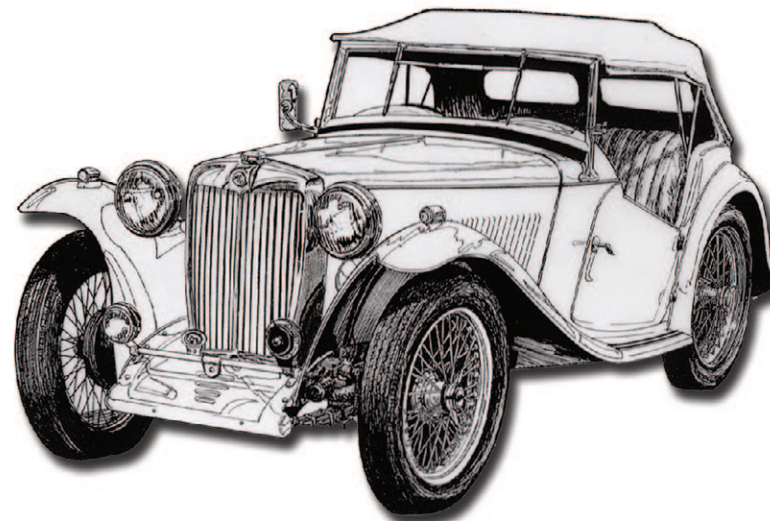


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