

TC Motoring Guild *November* MIDGET CHASSIS *2018*



62nd Annual TCMG/ARR Conclave

62nd Annual TCMG/ARR Conclave
This year it was at the Narrow Gauge
Inn and we had 11 TCs present.
More photos inside.

To the right, the Hanes family pose at
the Mariposa Grove trail in Yosemite as
part of their Conclave experience.

Bottom right, is Steve & Linda
Simmons in route to GoF West 2018.
More photos inside.



What's Inside

Curt's Comments	3
October TCMG Meeting	5
GoF West 2018	6-7
62nd TCMG ARR Conclave	8-9
Ensign Tyre Report	10-11
TC Birthdays	12
September Meeting Minutes	14



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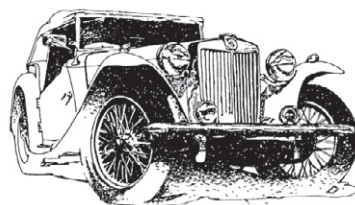

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TCMG Holiday Party
Dec 9th
See page 5

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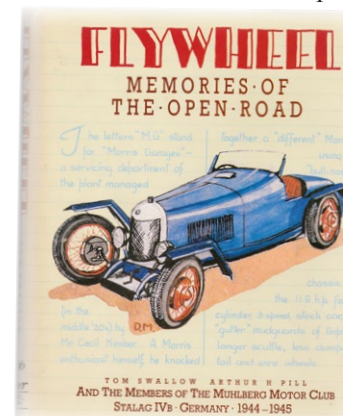
All contributions: articles,
 letters, advertisements, and
 captioned photos for the next
 issue should be sent to:

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 1454 Chase Terrace
 El Cajon, CA 92020
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Curt's Comments



There has been a particular book lying under our coffee table for nearly a year now. It was acquired by my wife (Jan), who placed the winning bid for it at our annual TCMG party last year. The book's authors are identified as "Tom Swallow & Arthur H. Pill" (a couple of British guys) and "The Members of the Muhlberg Motor Club" (a group of fellow prisoners) at Stalag IVB (a prison camp in Germany) during World-War II (1944-1945). The name of the book is "FLYWHEEL". Even though the name suggests that its content is technical, it is far from it! According to its authors, the book's theme is "Keep the Works Going Round on the Idle Strokes". That is what the book is all about!



The Muhlberg Motoring Club was founded by Tom Swallow, Arthur H. Pill and a group of soldiers who were being held as "prisoners-of-war" in Germany (Stalag IVB) during World-War II. As described by Tom Swallow (President); "The club's aims were to bring motoring enthusiasts together, to find work for idle hands and minds and to educate the new motorists". In other words, as the book's subtitle suggests, "Keep the Works Going Round on the Idle Strokes"! The primary activity of the organization was the creation, publication and circulation of a monthly magazine entitled "FLYWHEEL". Each

unbound magazine was simply a group of articles which were written by individual club members ("prisoners"). Articles were mostly about motoring/automobiles and addressed the author's past experiences, current thoughts and future expectations/dreams. Given the time period (World-War II) and

their circumstances (Prisoners-of-War), it is easy to envision that their "Flywheel" project could provide each member some positive momentum (i.e., "Flywheel Effect") to get through it all! Even though, as members of our TC Motoring Guild, our times and circumstances are quite different, I can't help

but think that there is a parallel effect on each of our lives. In particular, I believe that our participation in TCMG meetings, programs and events, our maintenance of an active newsletter/web site, and the restoration/repair and driving of our TCs provides a positive momentum ("Flywheel") that can make life seem a bit easier, more interesting and more satisfying than it might otherwise have been. I know that it works for me. I hope that it works for you too!

Cheers,

Curt Sorensen

TCMG President 2018



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BRITISH SLANG LESSONS by Curt

British

English

Easy Peasy =

Easy

Chap

= Male or Friend



Tues, Oct. 23rd

8:00 PM



Halloween Games and Nominations

Please try to attend as we have important business to take care of at this fun meeting. To keep the TC Motoring Guild vibrant, we ask all members able to participate in helping with club activities. This could be writing an article for the newsletter, organizing an activity or serving as a committee chair or on the executive board. Nominations for board positions will be handled at this meeting. Please let someone attending know you are willing

to help out, even if you are unable to attend. The best way to thank people that have been serving for extended periods of time is to offer to give them a break. Please consider helping out for 2019.

Esther Belland, Linda Simmons and our Hospitality team of Bobbie & Jan have a fun evening planned once club business is out of the way. It may be spooky, but the only horror will be if you miss it.

TCMG Annual Meeting and Party



Sunday Evening
December 9, 6pm

Sportsmen's Lodge
Caribou Room
12833 Ventura Blvd,
Studio City



Menu Choices

- Atlantic roasted salmon with dill sauce
 - Sliced tri-tip with mushroom sauce
 - Vegan Tofu Stack - roasted asparagus, carrots, portabella mushroom, Tamari, reduction
- Meals include salad, dessert, coffee & tea service, tax and service fee

No Host cash bar will be available in the room.

Reserve and Pay for Your Meal

Dinner is \$40 each if reserved by Nov 20th.

Reservations after Nov 20th are \$50.

DEADLINE to reserve at all is Dec 4th.

Preferred payment via On-line banking transfer to:
TCMG@TCMotoringGuild.org

Paypal to: TCMG@TCMotoringGuild.org

or Send checks made out to TCMG or TC Motoring Guild to: TCMG, 1454 Chase Terrace, El Cajon CA 92020-8368

SPECIFY your menu choices.

TCMG Auction with Larry Einhorn as Auctioneer

Cash Door Prizes.
Must be present to win.

Reserve Early to Guarantee
You a Place and Save too

Toy Drive recipient is **Foster Children's Resource Center**. Esther Belland is a long time volunteer with the group. There is a need kids of all ages. Legos for all ages are really loved.

GoF West 2018 - Lake Tahoe



TC line at the Car Display



GoF West 2018 is history now and it appears from photos, attendees had a pretty good time. However reports that it could have been better organized were made, but note that those hosting, were fairly new to the game.

TCMG members in attendance were:

Driving their TCs: Steve & Linda Simmons, Ernie Page, Pete & Fran Thelander, and Roy Jones. Trailering their TCs: Charley Williams, Richard & Sandra Loe and Jon & Susan Hermance.

In attendance with other MGs: Elizabeth Page in TF, and Mike & Sharon Bailey with TD.

Also there were Larry Long, Allan & Linda Chalmers, Bill & Renee Livingstone (family of Page and riding with them).

In-Spirit but not present: David & Joyce Edgar.

Those getting awards were:

Sacajawea Award: Elizabeth Page (TF)

First Place, Funkhana, pre-1955, Driver: Steve Simmons and Navigator, Linda Simmons

First Place, Arts & Crafts: Sandra Loe

Honorary Mention, Car Show, TC Class: Steve & Linda Simmons

Honorary Mention, Car Show, TC Class: Charlie Williams



Ernie Page and Richard Loe at Car Display



Lake Tahoe shore at Sunset BBQ

Congratulations



Metal Awards given out



Mount Rose Summit at 8911 feet



YouTube by Charley Williams
[youtube.com/watch?v=0SjzQcnFeBI&feature=youtu.be](https://www.youtube.com/watch?v=0SjzQcnFeBI&feature=youtu.be)



Elizabeth Page in Funkhana riding with Ken Thomas



Devils Gate Summit at 7519 feet



Loes and Simmons during the rallye



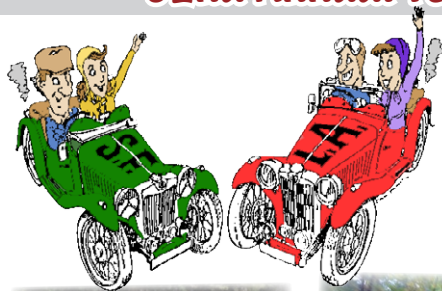
Simmons with Mt. Whitney directly over Steve's head



Simmons at the Funkanna

Photos by Steve Simmons, Elizabeth Page and Renee Livingstone

62nd Annual TCMG / ARR Conclave



The start of the weekend as we assemble



Fun with the TCs in and around Yosemite



62 years of the TC Motoring Guild and Abingdon Rough Riders meeting together



Food and TCs are always a great combination for a fantastic time



Car line-up of TCs



Gathering and renewing friendships



There riding in TCs:
 Allan & Linda Chalmers David & Joyce Edgar
 Garret & Anthony Hanes Richard & Sandra Loe
 Joe & Pat Marcotte Gene Olson & Ailene
 Steve & Linda Simmons Jeff Stobbe
 Rick & Judy Storms Bill Traill
 Norm & Brenda Tuck

There riding in other iron:
 Mel & Toni Appell
 Gorden Bundy & June Wennekamp
 Jim & Norma Crandall
 Larry & Kay Einhorn
 Gordon & Mimi Glass
 Amber & Brianna Hanes and Kathy
 Leo & Martha Pedersen
 Curt & Jan Sorensen

Photos by Steve & Linda Simmons,
 David & Joyce Edgar



Checking the map before heading home

Ensign Tyre Review

Dunlop recently discontinued manufacture of the B5 tire which was stock for the TC. Ensign bought the rights to re-manufacture them and are now in production. I installed a set of these new tires last month and with about 2,000 miles on them now, I can offer a few observations.

The appearance of the tire is virtually identical with the exception of the writing on the sidewall. As expected they no longer say Dunlop or have the vintage Dunlop logo, but they do still say Made In Great Britain. The original sidewall writing was a bit more attractive but most people won't notice this.

On the technical side, the overall rolling diameter (inflated) is identical to the Dunlop version, but the tread width as measured at the base is 1/4" narrower and it's definitely noticeable. I was not able to compare the width at the top surface of the tread because all of my old Dunlops in this size are worn down too far to measure this area, but it's safe to assume they are equally narrower there also. The maximum sidewall width is about the same. The shape of the tread is more rounded than the Dunlops as well, which gives them an even narrower appearance. The straightness (true) of the tires is better than the Dunlops when mounted, meaning the tread doesn't wander left to right so much as you spin them. Vertical runout was about equal, with a few obvious hops in two of the tires. Obviously I can't comment on longevity yet but the rubber compound feels softer than the Dunlop so I expect they might wear a bit faster. Dunlops seem to last me anywhere from 10 12,000 to 18,000 miles

depending on how they are used.

After mounting the tires, I found the balance of the Ensigns inferior to Dunlop. With the latter I never truly needed to balance my TC wheels but these Ensigns suffered vibration over 45MPH and while off the ground the wheels fell quickly to the heavy spots. Approximately 3 oz. of weight was required to get them to run smooth, which is a lot considering the Dunlop version didn't need any. As a test, I rotated one of the tires at 90-degree increments and tested drop time from 120-degrees (inflated). No matter what position the tire was mounted, the heavy spot followed them and drop times were within 1/2 second of each other. General practice is to allow a maximum of 1% of total wheel / tire weight when balancing. A stock TC wheel with Ensign tire and

Moss inner tube weighs approximately 37.5 pounds, so with a bit of math we see that about 6 oz. is considered the maximum limit.

On the road, the first thing I noticed was a smoother ride than with the Dunlops. My navigator (Linda) immediately commented on this. The softer rubber compound could partly explain the difference in ride quality. Into the canyons, I noticed that overall grip was also slightly superior, with a roughly equal amount of predictability (but more noise) when they begin

to break loose. Steering response feels different but it's difficult to say which one is better. I suspect that the round shape and deep tread of the Ensign is hurting it here, and once they wear a bit it may improve. On the open highway, Dunlops have always had the problem of trying to follow the grooves in concrete roads. The Ensign, despite having an identical tread pattern, does not suffer this issue so badly. They don't seem to follow the grooves any more than other tires I've driven TCs on.

To summarize, I'd say the Dunlops are visually superior, while the Ensigns are technically a better tire with the exception of the balance issue. I do recommend the Ensigns to anyone considering them, for their improved ride and handling qualities over the old B5.



Other notes:

There are several ways to balance your wire wheels:

- By hand & eye with stick-on weights or lead wire: Least accurate method but acceptable for narrow rims
- A bubble balancer: Not optimal but it works well enough
- Buy the correct adapter cones and spin balance: Easiest effective method
- Have them balanced on the car (if you have a shop nearby who offers the service): Most accurate method

Don't try to balance your wheels with tapered cones meant for modern cars, as it's difficult and sometimes impossible to get the wheel correctly centered on the machine. The correct cones will ensure perfect centering on the balancer.



Excelsior and Commander also make B5 replicas in 450-19. Based on conversations with several TC enthusiasts, it seems like both of these brands have balance issues similar to the Ensign, plus other issues which make them an inferior tire to the Ensign or Dunlop. According to a local wheel expert whose family has been servicing wire wheels for 98 years(!),

Dunlop has historically made some of the best bias-ply tires. He wasn't surprised that they balanced better than the alternate brands.

Steve





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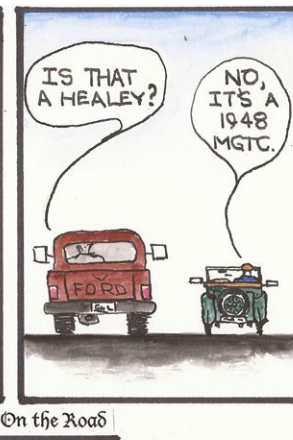
TC Birthdays (Build Dates)

Happy 70th, 71st, 72nd and 73rd Birthdays

Oct 16, 1945	TC 0273	Tom & Emily Wilson
Oct 16, 1945	TC 0279	Tom & Emily Wilson
Oct 16, 1947	TC 3830	Bill & Suzanne Young
Oct 18, 1949	TC 3830	Charles & Susan Roehrl
Oct 20, 1947	TC 3844	Gus Romos
Oct 27, 1948	TC 6945	Sherman & Daveen Kaplan
Oct 30, 1946	TC 1697	Joe & Pat Marcotte
Nov 2, 1949	TC 10087	Doug Pulver
Nov 5, 1946	TC 1733	John & Georgia Bowyer
Nov 5, 1948	TC 7042	Mel & Toni Appell
Nov 7, 1949	TC 10119EXU	Joel & Toshimi Shapiro
Nov 11, 1948	TC 7075	Roy Jones
Nov 11, 1948	TC 7090	Leo & Christine Rocca
12 Nov 12, 1948	TC 7091	Richard Hall



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



Geoffrey Locquenutte & Nelson: On the Road

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September 25th Meeting Minutes

The meeting was called to order at 8:05 PM by President Curt Sorensen. The attendance sheet was circulated. There were no guests or new members, however it was nice to have Cliff Lemieux and Bob Brown from Oxnard and hear about the progress on Cliff's TC restoration.

Special thanks were extended to Lucy McCanne for being the acting recording secretary at the August meeting, to Jan Sorensen and Bobbie Simon for bringing refreshments, and to Steve Simmons for providing the program "Rally Around".

There were two September birthdays: Karen Olson on September 27th in Denver, Colorado and Toni Appell on September 21st in Los Angeles. Nine member owned cars were produced in September with five owned by local members: the Spindlers', the Einhorns', the Wilmers', the Ratnayakes', and David Spiegel's.

Curt pointed out the items he had on the table for everyone to review during the break: the treasurer's report, hospitality sign up sheet, programs list, Moss Motors catalogue with diagram of a differential, an export license plate from Germany with a Monaco auto club plaque, "All Things New" sign up sheet, and an AV equipment inventory.

The secretary presented the minutes as written in the newsletter and they were approved. The treasurer's report was posted with no discussion. Steve reviewed the coming events: tech session September 29th at David Spiegel's and Conclave at Fish Camp October 12th-14th.

Coming programs include the Halloween Party in October, a photo tour of the Loes' car collection in November, and the Annual Meeting/Holiday Party in December. Sign up for the Holiday Party at the Sportsmen's Lodge on December 9th will begin at the 14 October meeting.

The editor welcomes submissions for the monthly newsletter. The Simmons have a full stock of regalia available for purchase by members. The website is updated twice a month and has extensive information for our review and enjoyment. Sunshine Chair Bobbie reported that Joe Douglass is doing well and is proudly out walking on his street. There was no new report by Historian Don McLish. Jan was pleased to announce that the hospitality sign up sheet is complete for 2018. Thanks to all the volunteers.

Joel Shapiro mentioned a Palos Verdes Concourse to be held this Sunday September 30th at the Torrance Airport.

The old business portion of the meeting was completed with a report of GoF West at Lake Tahoe by Richard Loe. The 2019

GoF West will be held in Prescott, Arizona in mid August.

Some suggestions were made for an event for next July. As the time gets closer details will be finalized.

Toni wondered if a different audio system would improve the enjoyment of our meetings. It was suggested the hand held portable unit be used for anyone speaking from the audience.

Curt concluded and adjourned the meeting at 8:40 PM after reminding us of coming events mentioned above.

Respectfully submitted,

Sandra Loe

Secretary

*Sorry, no photos
to share*

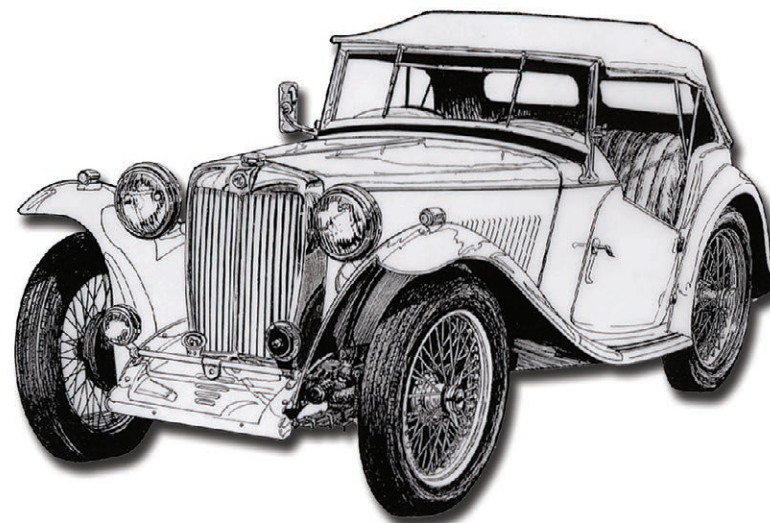


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