

TC Motoring Guild *April 2019* CLASSIC CHASSIS



What's in a Name?



Over sixty plus years, the TCMG newsletter has had many names, (only some of which are shown above). Finally, in the early '80s, there was a contest to pick a name for our newsletter, and Jackie Jacobsen's entry, "*Classic Chassis*" won. The newsletters at that time were full letter size, had card stock covers, and sometimes color center spreads, but only came out about 4 times a year. In 2004 a new editor took over and wanted to do

monthly issues to stay current. It was too much work to do a full size each month so a smaller format was adopted for the off months and these smaller issues were called the "*Midget Chassis*." Everyone was happy with the issues and it became the norm with only a few full size *Classic Chassis* issues then printed. Well it is time to go back to the *Classic Chassis* name and that designation is now proudly on our covers once again.

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MIDGET CHASSIS April 2019

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

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Sandra Says



What is the
 value of your
 TC? Value is
 a funny thing.
 There are many

ways to determine an opinion of
 value. In my professional life I was
 an appraiser of real property, however
 the process is the same for appraising
 anything. Often one starts with the
 Market Comparison approach. This
 method considers sales between a
 willing buyer and a willing seller in
 an arm's length transaction, after
 proper marketing and
 where the parties
 had each acted
 knowledgeably,
 prudently
 and without
 compulsion.
 However, no
 appraisal method
 quantifies someone's
 tastes or desires and how these affect
 a vehicle's value. Certainly many
 owners are willing to spend far
 more maintaining our gems than the
 market would suggest is reasonable.
 Therefore, we can assume we get
 something more valuable than
 financial gain out of our cars.

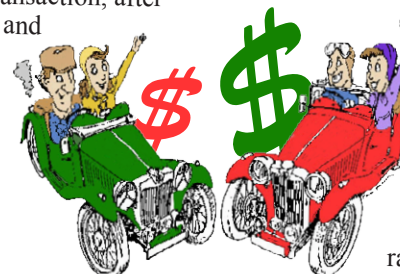
MG TCs are not rare. 10,000 TCs
 were manufactured in a little over
 four years about 70 years ago. We
 have approximately 100 members
 in our club with most owning one
 or more MGs. At any given point it
 seems there are several TCs looking

for a new home. So they are not hard
 to come by, but they evoke a reaction
 from the public. It is not unusual
 when we stop for gas that someone
 wanders over to chat about our TC
 and share their stories of classic
 vehicles. We also will get a "thumbs
 up" from people along the road.
 Others may wave other hand signs in
 frustration when they feel they have
 been slowed down a bit by our old
 car.

With that said, for many of us
 our MGs are like members of our
 families, and they help us create
 adventures and memories. These
 memories do come
 with a price. I'm
 not just thinking of
 the purchase price of
 the car, but also the
 parts, maintenance,
 and insurance, along
 with other numerous
 random items. Somehow
 we don't mind spending
 money on our cute little TCs
 because of the benefits we receive in
 return.

We all participate in this hobby
 because in one way or another it
 makes us happy. We get joy from
 driving on road trips to nowhere,
 maintaining a vintage machine,
 preserving a piece of history, and
 interacting with like minded people.
 There is value in having fun, being
 different, and making new friends.

Sandra Loe
 TCMG President 2019



FROM THE FRAME UP

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From the Frame Up expanded and moved into a bigger facility in August 2018. Unforseen was the owner of the building selling out and new owner intent on tearing down and replacing with a new mega warehouse. So Doug is on the prowl for another location. Phone and website are still current and business is running as always. Stay tuned for updates as they occur.

2019 San Diego Double Day



The San Diego Double Day is being planned for early May. Stay tuned for updates and more information so you do not miss out. We will announce on our TCMG group emails and also post on our website.

Tues, March 26th

8:00 PM

How Well Do You Know Your Fellow TCMG Members?



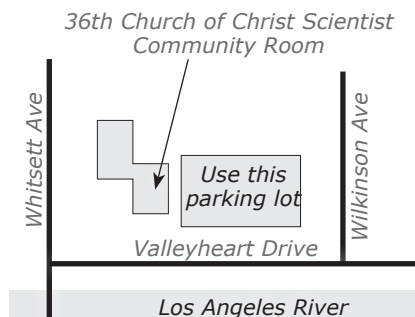
"The hospital bill for my birth was partially paid with potatoes."

"I drove a TC through the Berlin Corridor in 1996."

My father went to high school with Charles Lindberg."

"Member of AFM Local 47."

These were fun facts we learned the last time we did this. What will we learn this time?



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



TC Motoring Guild
2019 Directory

2019 TCMG Directory

New Directory is being put together right now.

If you have moved, changed phone numbers or email address, bought or sold at TC from what is listed in the 2018 Directory **PLEASE** let me know by March 31st. djedgar@pacbell.net

David



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BRITISH SLANG LESSONS by Curt

British English

Lorry = Truck

Caravan = Trailer

DESERT WILDFLOWERS

by JOE DOUGLASS

March 31



2019 Wild Flower Tour

Our traditional Joe Douglass Wildflower Tour returns on March 31! (Date is tentative and subject to change) Enjoy a scenic journey to the Antelope Valley for a drive through the famous California Poppy Reserve. Blooms of all types, not just poppies, make this an annual favorite when the early season weather has been favorable. This year looks to be spectacular!

NOTE: This event will be canceled in the event of rain. Details including meeting time and location will be announced on our TCMG group email system as soon as they are available.

Many years ago the TCMG gifted the California Wildflower Preserve and 3,000 square feet has been designated in the name of TC Motoring Guild



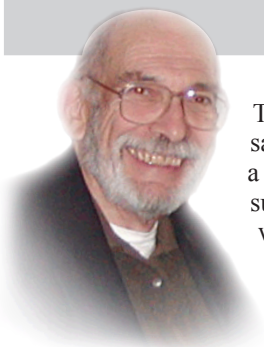
At Moss with first wife Joan. Just guessing, but photo may be from late '50s or early '60s. Joan is still alive, remarried and living in Santa Barbara.

Just one of the photos found in the Barney Jackson collection.



Thank you to Mike Goodman for verifying the identities

Buying My First TC



The first time I ever saw anything about a TC was during the summer of 1949. I was 15 years old and stuck in a grubby apartment near the beach in Long Beach, California.

Together with my mother and younger brother David, this was our two week vacation away from the heat of Boyle Heights in Los Angeles. Bored beyond belief, I purchased what must have been one of the first issues of *Motor Trend* magazine. There was an article and road test of the neatest little car I had ever seen, an MGTC. I believe the particular car they tested was owned by one E. Alan Moss. I read and re-read that magazine until I wore it out.

My next experience was several years later working nights and weekends in a service station on Riverside Drive pumping gas. One night, during an extremely heavy rain, a tiny little car came in with the top and side curtains up, the windshield wipers going back and forth in a slow steady motion. I remember standing getting soaked by the rain pumping gas into the tank on the back of the car and not minding the rain at all. If I remember correctly it was being driven by a young lady. I guess that's when I fell in love, (with the car of course).

Fast forward to the fall of 1953. Once in a while my brother David and I would spectate at the drag races at the Pomona Fairgrounds. In the parking lot one December day we came upon another of these neat small cars. I got to talking

to the owner and he let me take it for a ride around the parking lot. We have a picture of that momentous event taken by David, showing me with a wide grin on my face. God, was I ever that young! The owner, Gene White, who later became one of my best friends, told me of another TC in El Monte that he knew was for sale. I called them and went there the next weekend to see and test drive the car. The car was a '48 TC painted with dark maroon fenders and a pale metallic green body. The owner was 5' tall and had pedal extensions on the pedals in order to drive the car. I am 6'-3" tall and would you believe I still managed to drive the car?

It was wonderful, I had to have it. One little problem however, the price was

\$850.00, but all I had was \$50.00. It was enough

for a deposit until I could come up with the balance. I wonder now how those people put up with me? I would come over occasionally to test drive the car again and again and put some more

on my deposit. It took me over 4 months to come up with the balance to get the car. By that time my deposit was up to \$400.00.

My mechanical background was at that time absolutely nil. Even though we hung around the Hot Rod clique we had nothing to do with building fast cars and engines, and no money to do it with. Also at that time I was still going to school and working nights and weekends so had very little spare time to do anything to the TC. I believe my first attempt at anything mechanical was to take off the plastic cap with the wires going to the sparkplugs, look inside to see if there were

really points there, and put the cap back on. The motor started up immediately..... amazing! I found two things that were of great help. One was Geough Industries, who were at that time, the MG Distributors and were only a short distance from me. They also had a parts department. The other was Moss Motors on Venice Blvd in West Los Angeles. Al Moss was able to answer almost any of my many queries about TC parts and how to fix things.

One of my first mechanical adventures with the TC was when I broke an axle. We towed the car home and put it in our garage to work on it. I determined from the way the wheel spun that it was the right side axle. In order to give myself the most room in our small one-car garage, we moved the car against the left wall, jacked it up, and put stands under the chassis. I pulled off the wheel and brake drum, put the knockoff back on, tapped on the inside, and split the hub from the bearing carrier. The hub came out, an lo and behold, I was correct, it was the right side axle that was broken. However, it was not broken at the hub, it was broken at the other end. This meant that a piece of axle was still in there somewhere. What next? I called Guru Moss who told me that you could knock out this broken piece by taking out the other side axle and pushing through from that side till the broken piece came out. My mother's house in Boyle Heights

was built in 1910 and the garage, I'm certain, not long after that. The TC was on jackstands with one side off up against the left side wall. What was one to do? The obvious thing of course was to cut a hole in the wall. This is exactly what we did. We covered it up afterwards and mother never knew.

I had that TC for 13 years and learned an awful lot about mechanical things in general and TC's in specific. I drove it as a daily driver, rallied it, showed it in several shows and finally raced it off and on for four years. I got started in racing with the help of my friend and later business partner, Duane Jones. Duane helped me one night to design, weld and install a roll bar in my TC. Duane also raced a TC which at the time was painted silver. His car was unique. He decided to rewire it and did it during one short vacation all in one color, green. What was most surprising that when he got done every thing worked.

When we started to build my car we found the axle bent on one side because of some kind of previous accident. Duane heated it with a welding torch, and eyeballed it for the correct geometry. What did we know? From then on the car tracked perfectly. We came across a deal on a basket case TC that was completely apart, brought it back to Duane's house. This TC was had been, taken apart in small pieces and fit completely inside a Volkswagen van, except for the chassis, which had to hang out the rear window. This was to be our spare parts stock. If we needed a hub or an axle, there it was. Duane finally gave up racing his TC, sold it and got into formula cars.....another story. Our parts pile was assembled, made to run, painted and sold to an unsuspecting local youth. Little did I know that twenty or so years later. I would purchase this car back once again as a pile of parts and that it would be my present TC.

Ron Simon

Partial reprint of a story written many years ago in the *Classis Chassis*.



Jon's TC Story

Thank you Jon for sharing your TC purchase story here.
Hope our other members get inspired to share too as
each TC purchase usually is very unique.

While attending the July 2004 GoF West in Harrison Hot Springs, British Columbia, Susan and I found a TC For Sale flyer on a door frame outside the event office. It had a color picture of a creme & crackers EXU that was determined to still have both bumpers, including the plinth. It was originally purchased new in 1949 in California by radio personality Arthur Godfrey for the bass player in Godfrey's radio band and shipped to Hawaii, where it changed owners a number of times. The asking price in 2004, including delivery from Hawaii to the Bay area, was \$8800 or best offer.

We had driven our TF to GoF in a group with others and after some encouraging discussions about the TC with those folks, I contacted the current owner, Tom Scarlett, who was staying at the hotel. He described the history of the car and work done that he knew of in detail. We agreed to buy it, sight unseen, and offered the eighty-seven cents I had in my pocket to hold the car. Tom was a good sport and said a check for some earnest money that day would be adequate.

Tom shipped the car in early August and it arrived in San Jose, Calif., on August 13. A friend Bob Jahnke and I were there with Doug Wimer's trailer towed by Susan's '96 4-Runner, so we could bring the TC home 800 miles to Utah. The shipper drove the EXU out of the container and let me drive around the parking lot and up onto our trailer. The steering wheel required a half-turn in either direction before the road wheels began to get the message...great for trailer ramps. From the dock we headed for San Rafael to show the car to my younger **10** daughter Alison, have lunch and head

for Auburn for the night. Next day we made it over Donner summit, but with noticeable overheating. Again, about half way home, in Winnemucca, Nev., we cooled off and refilled the radiator while verifying we had a pinhole in the top tank of the radiator.

Around 520 miles into our trip, and just west of Carlin, Nev., we blew the lead tire on the right side of the trailer and mounted the spare. Within the "city limits" of Carlin we blew the trailing tire on the left side. We removed the flat and left the hub hanging. We tried to buy tires on Sunday in Carlin with no luck. Approaching Elko, NV with roughly 240 miles to go, we were running hot but doing OK on three trailer wheels. The State

Police had closed the first off ramp to Elko that had services and unbeknownst to us the airport as well. Vice President Cheney was on the ground campaigning. Heightened security required us to pull back out on I-80 steaming and vapor locking for another four miles upgrade. No justice for the weary, and we weren't even Republicans. We stayed that night in Elko and made it home to Salt Lake City on three trailer wheels. TCs don't weigh much thank goodness. We still could have blown out one more trailer tire and probably made it.

To add to the story, Arthur Godfrey actually bought two TCs, one for "Splash" Lyons the bass player in his radio band who was also a long board surfer, and one for Splash's wife. I have Splash's TC, which we call Splash 7409 (Chassis number is TC 7409). But we wondered what ever became of the wife's TC.



Jon Hermance



There are traces of bright orange as well as yellow paint on 7409's frame and inside a brake backing plate. Tom had also pieced together a story of Splash sleeping on the beach under the tonneau and his having a spare set of clothes in a wicker basket wired to the spare wheel for nights when his wife was mad at him.

In about 1968 while I was visiting Hawaii, I had seen a TC in florescent yellow all over its body, seats, wheels, tires, brake drums et al parked near the beach. I now wonder if that TC I had seen years ago was my (and Splash's) TC.



Jon & Susan at our 2005 Conclave. Brought TC from Utah. Note Ilene Wimer next to them with red TC (also came from Utah).

Then while attending the 2009 GoF at Squaw Valley, someone had brought a garish yellow TC from Hawaii and it was for sale. The TC was sold to Dick Nyquist after GoF. Turns out that TC (TC10019EXU) was Splash wife's TC. Unfortunately, that TC was destroyed in the 2017 Sonoma fires along with a barn full of his other vintage cars.

Jon Hermance



Photos of towing trip home. TC sporting a Creme & Crackers color theme.



The sister TC given to Splash's wife. Unfortunately, TC 10019EXU got caught in the 2017 fires in Sonoma and is no longer with us.

TC Birthdays (Build Dates)

Happy 70th, 71st and 72nd Birthdays

| | | |
|--------------|------------|------------------------|
| Mar 21, 1949 | TC 8230 | Richard & Judy Storms |
| Mar 24, 1948 | TC 5108 | David & Joyce Edgar |
| Apr 7, 1948 | TC 5179 | Willie Williams |
| Apr 8, 1948 | TC 5221 | Bill Traill |
| Apr 12, 1949 | TC 8441EXU | Ernie & Elizabeth Page |
| Apr 14, 1947 | TC 2556 | John & Phylis Williams |
| Apr 14, 1948 | TC 5230 | Ed & Dee Koskie |
| Apr 14, 1948 | TC 5238 | Jim & Kim Ellis |



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

February 26th Meeting Minutes

The meeting was called to order by President Sandra Loe at 8:05 PM. She read a short story describing British car ownership. Guests were introduced. The guests present were Bob Brown, a friend of Cliff Lemieux, former member Barney Jackson, and Barney's son Rick Jackson. Barney brought numerous items of TCMG memorabilia which he had accumulated during his many years of active TCMG membership. Barney generously donated these items to the club.

Sandra thanked Steve and Linda Simmons for planning the Lame Duk event held at the Robin Hood Inn on February 10. She also thanked Gene Olson for presenting last month's program, Game Night.

No members were present who have February birthdays.

The TCs belonging to Moran, Hill, Lucas, Pelton, Reid and Schuller, Sorensen, and Crandall were all produced in February. In addition to the cars which were produced in February, Sandra related current events of interest which occurred during the month of February in the years 1945, 1946, 1947, 1948, and 1949.

Sandra announced donations are needed for the GoF West 2019 auction. She noted proceeds of the auction are used to help cover expenses of the current GoF and, hopefully, to provide seed money for the following year's GoF. Items donated should be clean and serviceable and don't necessarily have to be MG related. Members with items to donate should contact Dave Boyer by email (yooperdave@me.com). He needs to receive any donations prior to June 1. Dave is the Auction Coordinator for GoF West 2019.

The minutes for the January meeting were **12** approved as printed in the February

Midget Chassis.

Joyce Edgar, Treasurer, had a copy of the current financial statements available on the piano for membership review. She reported so far 69 memberships have paid dues for 2019. Joyce will email copies of the financial reports to members on request. She suggested the club consider making a donation to GoF West 2019. Following a discussion by members present, it was decided the club will make a \$150 donation.

As a result of the abundant rainfall, Events Coordinator Steve Simmons believes there will be a Joe Douglass Wildflower Tour this year. It will be in late March or early April depending on the blooms. There was discussion of a Double Day event and Conclave.

Steve suggested the Double Day perhaps will be in early May with the location to be determined. Favorable comments were made about having Conclave in the Morro Bay area.

Editor David Edgar questioned the members about their preference for the title of the monthly newsletter. He wondered if the members preferred "Midget Chassis" or "Classic Chassis". There was a brief discussion of the two titles with no conclusion reached. David passed around a 2018 Directory and requested members verify the correctness of their respective listings.

Curt Sorensen reported on programs. He reminded the members that we do not have a Programs Coordinator; therefore programs are the collective effort of the Executive Council. Curt discussed tentative future programs. He said we currently do not have programs for May, August, September, and November. Joel Shapiro volunteered to do the May program on a one-off car he owns.



Mel Appell suggested having a meeting with the "program" being socializing with the other members.

Linda Simmons reports we have a full line of regalia available for sale.

Steve is updating the website at least twice a month and encourages members to send him any information they may have for addition to the website.

Bobbie Simon reports she has sent cards to Art Ludwick and Karen Pohle.

Historian Don McLish discussed organizing information obtained from Barney Jackson for presentation on the website.

Jan Sorensen reminded members the refreshment signup sheet is on the refreshment table.



Two TCs at our February meeting (Loe and Simmons).

Photo of just part of our meeting attendance.

Sandra reminded everyone that the next monthly meeting is on March 26, the Wildflower Tour will be in late March or early April, and GoF West in Prescott, Az. is August 12 through August 16.

The meeting was adjourned at 8:40 PM.

Respectfully Submitted,

Secretary, *Richard Loe*



Barney Jackson (top) and son, Rick brought boxes of TCMG memorabilia. We are still organizing it all, but above left is a photo of a TCMG Space Rally from October 1988. 20 TCs parked in the shape of an octagon.



Notes From Our Members



I had idiopathic pulmonary fibrosis, so my lungs were failing. Just before the transplant I was on 15 liters per minute of supplementary oxygen, which kept me pretty well housebound. I got new lungs on April 27, 2018 and then had a number of bouts with infections and a pulmonary embolism that landed me back in the hospital. I finally got out on December 14 and have been recuperating since.

Thinking of driving my TC is one of the things that kept me going while in the hospital. Once the snow is gone, I hope to take my 1947 TC (my birthday car) for a celebratory drive. It has been over a year since Lynn and I have been out in little British cars. So, as you might imagine, we are really looking forward to spring and getting our cars on the road. My other goal is to be well enough to take my 1948 TC race car out on the track for a vintage race. The season starts May 3.

Roger Morse
Poestenkill, NY



Ed. Note - I have lost track but Roger & Lynn have 2 street TCs, a TA, TB, TD, TF, a J-2, plus the race TC and TD. And there are other cars as well. David

Ed Pohle is sad to report that Karen passed away on March 12 of complications from her Parkinsons. She passed peacefully. We certainly have Karen and Ed in our prayers. Additional info will be shared in our TCMG group email system when it becomes available.



Club Regalia

Various TCMG regalia is available, so check our website. Items include car badges, patches pins, shirts hoodies, hats and a few other items.

tcmotoringguild.org



Vintage cap design

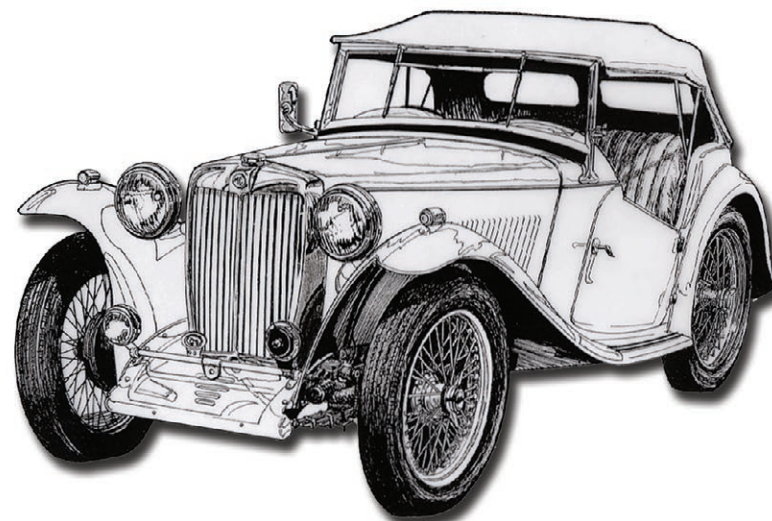


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