

TC Motoring Guild *March 2019* MIDGET CHASSIS



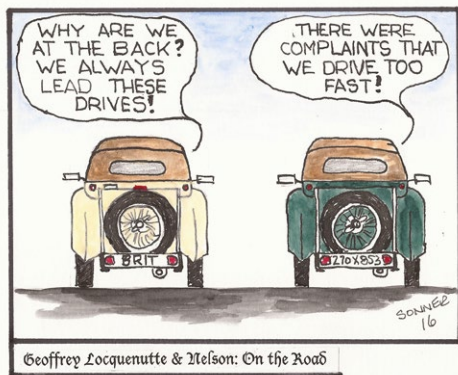
The MG company spent a day in summer 1949 taking photos of this TC (HVC501) and a 1 1/4 litre Y Type at Cookham, a little village between Abingdon and London. It's interesting to note the size of the models - typically people of

slight build (short and trim) were used in publicity photos; they proportionally made the cars look bigger.

Thank you to TCMG member, Tom Wilson, for sharing this photo.

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Geoffrey Locquenutte & Nelson: On the Road



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Our **2019 TCMG Directory** is in the process of being put together. 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.

djedgar@pacbell.net

David

TCMG Officers and Chairs

President	Sandra Loe	818-790-2332	fordydelux@yahoo.com
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Programs?????



MIDGET CHASSIS March 2019

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

Sandra Says



It was late summer 1979. The plan was to have a Saturday trip to our first GoF West that was being held in San Diego. We would drive our TC (3976), a little yellow thing we bought locally. Richard had spotted it tucked into the garage at a house adjacent to his elementary school when he was in the sixth grade. Years later he stopped by to investigate and bought it. The MG ran well, however it was a little rough mainly due to the "charming" brush paint job.

Inevitably from the standpoint of a young mom what I remember about this trip is not about a car or an event, but how to keep everyone happy. At that point of my life I was meeting a friend at the local high school everyday to jog several laps around the track while our kids entertained themselves in the area. The Friday afternoon before leaving for GoF while we were jogging our daughter Emily, age 6 1/2 at the time, and being very active, managed to fall and, as I found out later, broke her wrist. However, Emily has always been very stoic and she convinced me she was OK.

Early Saturday morning we popped Emily and her brother Eric, almost 9, into the TC luggage compartment. This was no big deal for them since squeezing into one non family friendly car or another for an event was a way of life for them. I provided a cushion to make the area cozy and being responsible parents, we had the top up so they wouldn't fly out if we went over a bump!

As we headed down the road I noticed Emily favoring her left arm! Oops, maybe there was more to this arm

injury than I thought, but Emily still insisted she was OK and the show must go on! After spending the day at the car show we headed home. It was an enjoyable trip, however it was overshadowed by my concern for Emily.

A visit to the doctor on Sunday confirmed she had broken her wrist.

It would be 35 years, the summer of 2014, before we attended our next GoF which, coincidentally, was held in San Diego. We traveled with TCMG to Mission Bay driving a different TC with no kids in tow. We had a great time.

Sandra Loe
TCMG President 2019



* Note, photo is not of Loe's car or child.

FROM THE FRAME UP

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Our TCMG members who have not renewed as of February 18th. Note that grace period ends March 26 to be included in the 2019 TCMG Directory.

Brinkerhoff, Kevin & Julie
Burton, Steve
deBruyn Pete
Eicher, Bob & Judi
Hill, Bunker & Kathy
Jones, Roy

Kershaw, George & Kevin
Kosters, Warren & Deborah
Kupferman, Steve & Meredith
Larson, Bruce & Marlene

4 Lloyd, Arthur

McKarny, Nancy
Morse, Roger & Lynn Arnold
Norton, Leverne & Ruthann
Ockwell, Charlie
Ogden, James

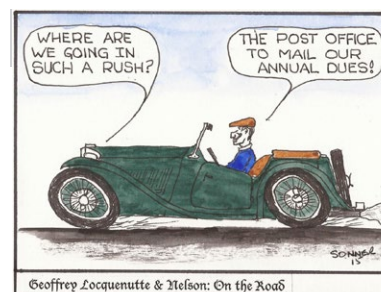
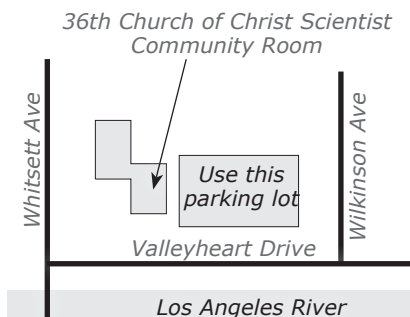
Olson, Gene
Pate, Larry
Pelton, Doug & Carol
Poteet, Steve & Tootie
Ramos, Gus
Roehrl, Charles & Susan

Roth, Gene
Santarelli, Tony & Eniko
Schrieberg, Stephen
Simon, David & June
Sonner, Brian & Jane
Tooke, Mike & Pam
Uniack, John
Williams, John S. & Phylis
Williams, Willie
Wong, Ronald
Youens, John & Nancy

Tues, Feb. 26th
8:00 PM
Loe's Collection



One of four of the Loe's TCs



Have you renewed yet?
\$26 for local members* and \$22 for non local (unless you want all local event mailings and then it is \$26).

Send to:

Joyce Edgar
TCMG Treasurer
1454 Chase Terrace
El Cajon, CA 92020-8368

* Local is
zip code
90000 to
93300



Part 2 of the Loe's car collection is scheduled, and which will focus on their British iron (including 4 TCs).

Additionally, a member from our past, Barney Jackson, is hoping to be in attendance. and has old TCMG items to share too.

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

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

Dues Time

67 members (67%) of our members have already renewed their TCMG dues for 2019 at this point. Dues were DUE on 12/9/18, the day of our "Annual Meeting" and holiday party.

As always, prompt attention to this saves work for the Treasurer and is much appreciated. Thank you to those who have already renewed.

The Motoring Guild has made it easier by making PayPal available. Just go to:
tcmotoringguild.org/membership/renewal

Or do a Zelle transfer to: TCMG@TCMotoringGuild.org through most major banks.

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BRITISH SLANG LESSONS by Curt

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English

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(Articulated Lorry) = Large "Semi-truck"

Boot

=

Car Trunk

2019 Lame Duk Kup Event Report

On January 41st (Feb 10th), nine TCMG members gathered at a British Pub and Restaurant with one TC driven by the Loes braving the stormy weather. With our original competition for the trophy canceled due to heavy rain, the group instead competed in a 1930's Grand Prix racing game. The competition included blow-outs, oil leaks and a roll-over among other calamities. Despite a rough start and a couple mechanical breakdowns, Cliff Lemieux emerged victorious, crossing the finish line first. The rest of the cars came through eventually with the most exciting moment being the race between the Loes and Sorensens for last place.



Lunch first, followed by the Grand Prix game



Richard hit the roll over space so had to go back, plus he turned his racer over with wheels up.



Loe's TC with weather gear up



Cliff Lemieux wins the coveted Lame Duk Kup trophy for winning the game

Photos and writeup by Steve Simmons

Why Would Anyone Want an MGTC Today?

As the the new year takes off, I once again have to ask my self, as so many others have before me, the very personal question of why did I ever buy an MGTC?

That's not an easy question to answer at first. There are as many answers as there are owners of these little cars. What is there about them that creates such an interest and dedication, that the owners long after they have sold them remain active in the groups that support and love these cars? Why do so many owners keep them buried in their garages, when they know they never will repair them and the cars probably will never run again until they come into the possession of someone else? Why is it that others spend enormous amounts of money to restore these cars, but never really drive them and treasure them like a beautiful painting? And why do others buy them and then do whatever is necessary to put them in the condition that they want and then drive them everywhere when ever there is an opportunity to do so?

Ahhhhhhhhhhh, it must be the MG motto - "Safety Fast." Now that's inspiring. But can you really apply that motto to these cars? Are they fast and are they safe?

Well it's 0-60 in 22 seconds. That's not fast. In fact it is terribly slow. Its even been said that these cars can't get through the quarter mile unless its down hill, and then only when there is a strong wind behind them. Sometimes owners have increased the engine size or installed a supercharger or even installed a different engine. But no matter what they do, these cars are just not fast.

It must be the way they handle. It's really exciting to drive one because the little

cars have a habit of not staying straight. They are famous for wandering over the the road. But there is another problem lurking under these cars that makes them dangerous. The steering has a nasty habit of breaking and if that happens, say a silent prayer that it doesn't occur on a curve and hold on. Maybe that's why so many owners have installed Japanese or German steering in their cars.

Well if they don't handle well, then for sure they must be able to stop well.

SORRY. Even with Alfin brake drums or other additions, they still cause a little fear and trepidation when it becomes necessary to stop.

Damn, the cars are slow, they don't handle well and they are difficult to stop. Why do people love them?

Thats a hard question to answer. There is something about owning one of these

little cars. Maybe it's in their history and what they represent. Or maybe it's how one feels driving one; even with all of their problems

The cars are great to look at and they take you back to a different time.

People love to look at them. If you are driving one on the freeway and people pass you which everyone usually does , they honk, smile at you and give you a thumbs up. If you are driving a Ferrari or one of the other exotics, and people pass you, they may give you a finger, but it's a different one.



Mel Appell



Welcome to Our New TCMG Member

Welcome



Please welcome our newest TCMG member. Patrick joined back in December and I neglected to include this welcome in the last issue.

Patrick Moran

P.O. Box 839
Palo Alto, CA 94302
650-321-6950

prm18@sbcglobal.net

1949 TC 7535 EXU XPAG 8255 Mimosa Yellow / Tan

I acquired the TC a couple of months ago, and it is my first T series MG, I did own a MGB all the way back in 1966 & 1967. This TC has always been a Bay Area car, and has race history from the early to mid 1950s. It went through a complete restoration by Martin Hveem some 16 years ago, and had minimal miles placed on it by the previous owner

I will never forget all of the trips we have taken with the TC Motoring Guild, and how nice the members have been to us. There is a camaraderie that exists which you just can't explain. It is special. When we were in England with the Club and everyone was going to Abingdon where the TCs were built, we couldn't go because our car's engine had failed and, we had to be towed to the final meeting place. The other members of the TCMG who had gone to Abingdon bought special

sweatshirts for us. Twenty years ago and we still love them.

When we were on a drive with the TCMG and parked on a bluff in Malibu overlooking the ocean, who should drive up but Jay Leno. He got out of his car and walked past the Ferraris, Corvettes and Porsches that were parked, and came up to our TCs and said, "You know I really like these cars."

I can't explain what there is about these cars that makes them so popular. They are just fun to own and drive. It's a beautiful day, and as I walk past the exotics in my driveway and slide behind the wheel of the little TC, I think to myself what a great day for a drive, and these cars and the people who own them are just special.

Mel Appell





Member Profile - Mike Goodman

This article was first run in the Classic Chassis May/June 1992 issue and reprinted here.

My fascination of mechanical anything started as a young

child. I had a motorscooter at the age of 12 (which I still have). I would take it apart and reassemble it weekly. I had my first car at the age of 14. I think it was a 1939 Dodge. At the age of 15 I traded a small television for a Wizzer motor bike which I immediately dismantled. Then I rebuilt the engine, milling the heads with a file and reground the cam also with a file. I repainted the bike and tank with my mother's vacuum cleaner's paint attachment. At the age of 16 I purchased a '32 Ford 5 window coupe without an engine. I installed a later Ford flat head engine in it, sanded and primed it with the same vacuum cleaner, and then painted the hood red. I drove the car until I inherited the family car, a 1946 Plymouth sedan on which I immediately pulled the engine and installed a six cylinder GMC truck engine which I hopped up. I drove this car through my first couple years of college.

I graduated high school in 1953 and started college at Los Angeles City College. I needed a part time job, so I followed up on an ad for a mechanic's helper in a small garage behind a gas station on Pico and La Brea. The proprietor was Al Moss. I worked for Al at this location, and the new location (Venice Boulevard) for about two years. I went to Cal Poly in San Luis Obispo full time for approximately two more years. After two more years of college, I moved back to Los Angeles and went to work for North American Aviation as a junior engineer. I worked on the X15 project. Sharon and I were married during this period. After

working several years for North American, I was bored and because of my love for cars I quit and went back to work on sports cars for Parkhouse Motors. I was not happy there and Al Moss asked me to come back, which I did. I worked for several years with Al until he decided to move to Santa Barbara. Several years before his move to Santa Barbara, Al took me in as a partner. Al wanted to start a catalogue business and this allowed him the time to do this. Al wanted Sharon and me to move to Santa Barbara with him. Al would run the mail order business and I would run the shop. We decided against the move because of our ties in the Los Angeles area. I kept the shop here, and Al moved to Santa Barbara.

I ran the shop and Sharon ran the office and we had one mechanic and later a helper named Jason Len who now owns XK's

Unlimited. We stayed on Venice Boulevard until the Watts riots which forced us to move. We relocated in Van Nuys on Erwin near the Van Nuys City Hall. Our landlord was Dale Runyon who also shared the property with us. We eventually purchased the property from Dale. There were two buildings at this location. We had the front and Dale had the rear. When Dale

moved out, we converted the rear building to a body and restoration shop. In the late '70s needing a larger facility, Sharon and I purchased a lot on Sherman Way and built the building we are now in.

I developed two other hobbies besides cars, one being photography and the other electronics. I have taken many classes throughout the years in both. I have built many pieces of electronic equipment including many hi-fi's and test equipment. I have designed some electronic parts which I have applied to the MG's.

I needed a part time job, so I followed up on an ad for a mechanic's helper in a small garage behind a gas station on Pico and La Brea

We purchased our first TC as a total from the Baldwin Hills dam disaster. The car was retrieved from a large hole at the intersection of La Cienega and Rodeo. I restored this car completely to show condition, fitting a new factory body tub purchased from Arnolt in Chicago. We showed and rallied this car for several years. The car won many trophies, including Pebble Beach. We sold the car to purchase our second house. We purchased our present TC from an old TC member, Bob Scott. The car was purchased completely dismantled. I restored this car approximately 25 years ago. We have had many other MG's two TF's, one with a Chevy II automatic, and two Arnolts, one coupe and one convertible which we still have.

My passion for automobiles is still alive and I still love the challenge of a restoration or some other prospect.

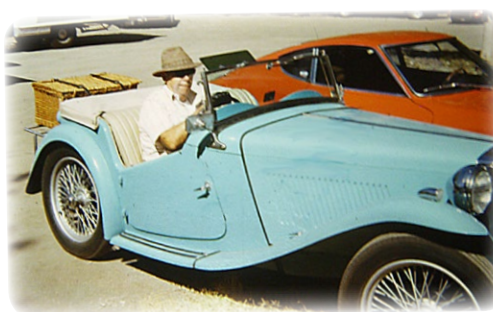
Mike Goodman



Mike and Al at the Venice Blvd location in the late 50's

Mike sold his second TC in 2003 and retired in 2005

Barney Jackson



We are hearing that Barney Jackson will be at our next TCMG meeting. He was a very active member many years ago before moving to Coursegold, near Yosemite. He then apparently joined the ARR. Barney held many of our club positions and wrote some of our TC Clinics.

His wife, Mary Lou, was diagnosed with

Alzheimers in the summer of 2016. Barney was in the midst of going over his TC again, but age slowed the process down.

The two live in care facilities in Santa Clarita now. Come to the meeting to see him again. Apparently he has a few old TCMG items (rallye maps and such) and hopes to bring them to share.

January 22nd Meeting Minutes

The meeting was called to order at 8:00 PM by 2018 President Curt Sorensen. Curt introduced the 2019 President Sandra Loe and turned the meeting over to her. Sandra presented Curt with a memento of appreciation for his service.



After reading an automotive related poem, Sandra confirmed the attendance sheet was being passed around. She thanked the members of the 2018 Executive Council for their service to the club and introduced the members of the 2019 Executive Council. Besides Sandra, the new Executive Council members are Stan Belland, Vice-President, Joyce Edgar, Treasurer, Richard Loe, Secretary, Steve Simmons, Director, Larry Einhorn, Director, and Curt Sorensen, Ex-Officio.



There were no guests or new members at the meeting.

Sandra recognized the members responsible for the successful Holiday Party. Those members are Lucy McCanne, the contact person with Sportsmen's Lodge and event coordinator, Karen Olson, who assisted Lucy, Curt Sorensen, the evening's MC, Steve Simmons, who announced the election results and presented the awards, Esther Belland, toy drive coordinator, and the always entertaining auctioneer, Larry Einhorn.

Sandra expressed her appreciation to

Gene Olson for once again doing January's popular program, "Game Night".

She also thanked Jan Sorensen for furnishing the refreshments for tonight's meeting.

Several members in attendance had December birthdays. They were Malcolm Buckeridge, Ron Simon, Stan Belland, Linda Simmons, and Richard Loe. Larry Einhorn's birthday is in January.

Cars with production dates in January are owned by members Sullivan (WA), Messer (Riverside, CA), and Youens (TX).

Sandra related interesting events which had happened during the months of January 1945, 1946, 1947, 1948, and 1949, and she gave a brief report on the Horseless Carriage Club Holiday Excursion, an annual event held in Pasadena. TCMG members attending were Joel Shapiro, Gus Ramos, and the Loes. Conrad and Laurie Diaz from VMG also attended.

The minutes for the November and December meetings were approved as recorded in the newsletter.

The Treasurer, Joyce Edgar, told the members the 2019 Budget was posted in the meeting room and had been approved by the Executive Council.

Steve Simmons announced the Lame Duk Kup event would be February 10 and a flyer would be sent with details.



Although there is presently no chair of the Programs Committee, tentatively programs for seven monthly meetings are already covered. The program for the February meeting will be the second portion of the

Loes' car collection and will feature their British cars.

Newsletter editor David Edgar will be out of town from February 1 through February 15. Therefore, the absolute deadline for material for the newsletter is February 15, but it would be helpful if material for the newsletter could be submitted before February 1 so he can do as much preliminary work as possible before he leaves.

Steve reported on regalia and the website. All regalia items are in stock and available. The website is updated twice a month and members are encouraged to submit anything of interest.

Bobbie Simon, Sunshine Chair, had nothing new to report.

Don McLish, Historian, was not present.

Jan Sorensen announced that Linda Simmons has agreed to be Co-Chair of the Refreshments Committee. Jan has a monthly sign up sheet on the refreshment table for members who would like to bring refreshments.



Gene Olson moderated our TCMG Game Night program. Token markers (above) kept track of the scoring by moving forward (using a TC petrol stick). Movement was in some random order of scale determined by Gene.



Three TCs made the meeting, Olson, Loe and Simmons. The Earl Sargent award race is on for 2019.

Sandra reminded members the Lame Duk Kup event will be February 10 and the next meeting will be February 26. Also, the Gathering of the Faithful will be August 12-16 in Prescott, AZ. The registration fee is \$45 if paid before June 1. Starting June 1, the registration fee increases to \$55. Standard rooms at the headquarters hotel are \$99 per night.

The meeting was adjourned at 8:25 PM.

Respectfully Submitted,

Richard Loe
Secretary



Delicious refreshments brought in by Jan Sorensen. Many yummy thanks.



TC Birthdays (Build Dates)

Happy 70th, 71st and 72nd Birthdays

Jan 5, 1949	TC 7535	Patrick Moran
Jan 12, 1949	TC 7581EXU	Buner & Kathy Hill
Jan 13, 1949	TC 7621EXU	Stan Lucas
Jan 21, 1949	TC 7670EXU	Doug & Carol Pelton
Jan 30, 1949	TC 7773	Moose Stovall
Feb 2, 1948	TC 4681	David Reid & Terry Schuller
Feb 2, 1948	TC 4694	Curt & Jan Sorensen
Feb 3, 1947	TC 2289	Michael & Jody Jones
Feb 16, 1949	TC 7930	Jim & Norma Crandall
Mar 3, 1948	TC 4936	Kevin & Julie Brinkerhoff



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

Clubs Specializing in TCs

When identifying TC only clubs, we tend to only think of the TCMG and ARR. However there is a third, called the TC Tourers. They are a small, loose knit group and are roughly centered around the northwest USA and into Canada. Jim Sullivan is a TC Tourer member as well as a TCMG member and shared these two photos with us. TC Tourers have 15 semi active couples with 9 TCs. So like our TCMG they have members without TCs based on devoped friendships over the years. There are a number of other TC's in the NW area but not interested in the group. Sounds like a smaller version of the TCMG.



On tour in August 2018 are Jan and Jim Sullivan by their black TC Special. Standing next to them are Mike and Lorraine Mihalik who own the cream TC in the back (only the windscreen is visible). The black TC on the right side belongs to Henry Pang who is wearing the shorts. Next to him are Bob and Stephanie Kampas who own the red TC in the center.



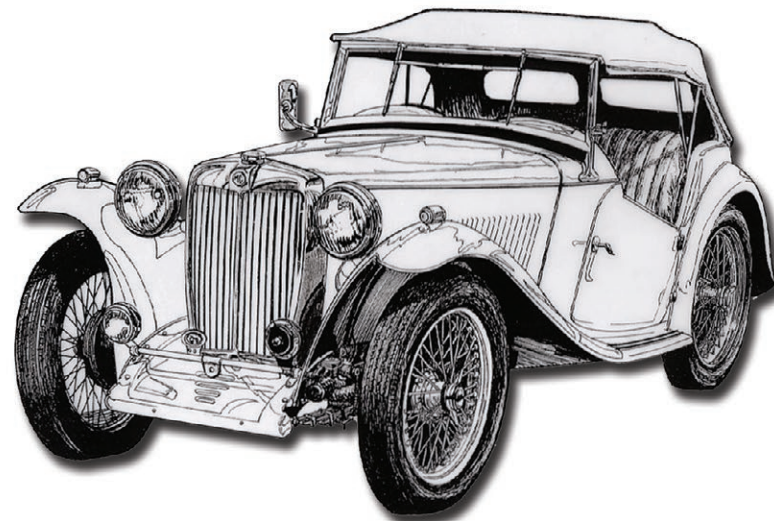
This photo is from their December 2018 brunch. On the left side, front to back are: Henry Pang, Dave Wellington, Jan & Jim Sullivan, Bob Kampas, and Georgene Jacobs. On the right f-b: Don Westerberg, Bruce Knipe, Stephanie Kampas, Art Mafli, and Bob Jacobs.



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