



# TC Motoring Guild CLASSIC CHASSIS

*May  
2019*



Phyllis Mathison, David Mathison's mother, is 101 years old and loves trekking around in a TC. Here she is visiting the poppies on the 200 mile long Wildflower tour. She loved every minute of it. So age does not have to stop you from doing things you love. What is your excuse for not getting out in your TC?



August 22, 1945 advertisement in *The Motor*. Thanks to Tom Wilson for sharing this with us.

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## CLASSIC CHASSIS May 2019

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## Sandra Says



Recently I have  
 participated  
 in several  
 potlucks and it  
 occurs to me,  
 TCMG is like  
 a potluck: a

gathering where each guest contributes  
 something. So what is the origin of  
 potluck?

The first documented use of the term  
 "potluck" was by Thomas Nashe, who  
 wrote during Shakespeare's time. In  
 1592, Nashe included the term in his  
 stage drama "Summer's  
 Last Will and Testament." The original  
 text in which the word was used states,  
 "Because you are my  
 countrymen and so forth;  
 and a good fellow, is a good  
 fellow, though he have never a penny in  
 his purse. We had but even pot-luck, a  
 little to moisten our lips, and no more."



As the word would suggest "potluck"  
 is simply a combination of "pot" as in  
 cooking pot and "luck" in the typical  
 sense of "chance." Traditionally  
 taverns in medieval times never threw  
 anything away with all leftovers being  
 added to the pot, kept warm and ready  
 to serve the unexpected guest...getting  
 the "luck of the pot." Sometimes a  
 potluck referred to a one pot meal in  
 which everyone brought something  
 to add, kind of like "stone soup." It  
 wasn't until the late 19th and early 20th  
 centuries in America that the idea of a  
 meal where everyone brings a prepared  
 dish to share caught on. The English  
 refer to this activity as "bring-a-plate."

The French call this impromptu meal  
 a pot au feu. "To take potluck" has  
 become used in a more general sense  
 like "to take what comes" and "to take  
 one's chances" in any context.

Potlucks were made illegal in  
 Canada in 1884 and in the US in the  
 late 19th century. This was mostly  
 because Christian missionaries and  
 government agencies thought they  
 were wasteful, unproductive, and a  
 threat to public health. In spite of this,  
 potlucks continued to be popular in  
 both countries; hosts just became a  
 little more secretive. The bans were  
 removed in 1934 in the US and in 1951  
 in Canada. However, due to a  
 technicality they are still  
 illegal in some situations in  
 Arizona.

So to simplify and distribute  
 the work we all bring  
 something to share for the benefit  
 of everyone. It may be a mishmash  
 with tasty aspects, but not a gourmet  
 event. It is the element of surprise that  
 is fun. Thinking of the food aspect,  
 I believe every TCMG activity that  
 we have attended included eating. It  
 may be a yummy treat to eat on the  
 road provided by our resident baker,  
 Linda Simmons, a group lunch at a  
 pub, a picnic, or a holiday banquet.  
 They all involve a communal sharing  
 of ourselves. When we all joined  
 the Motoring Guild we were taking  
 potluck. What we found is a common  
 love for the TC...and food. However,  
 in addition to that, we found a diverse  
 group with a lot to share.

*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.



Brian sent this cartoon in back in 2013 while petrol prices were at their peak. But then prices dropped, so I saved this. With petrol prices coming back up I guess it is time to run it.

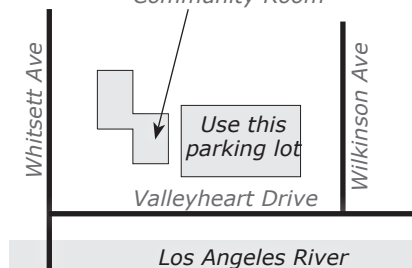
# Tues, April 23rd

8:00 PM

## The Thelander Collection

The Thelanders have a quite varied collection of MGs, and some quite rare. See what they have, how they found them, the state of operation the cars are in, and the fascinating places they have taken them.

36th Church of Christ Scientist  
Community Room



Please see the profile on Pete & Fran on page 8-9. This is not to be a spoiler for their presentation as they will have many photos of interest and an update from the last 30 years.

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).

## Stagecoach Inn Tour

Friday, May 3rd

Our April event is rescheduled for Friday, May 3. Yes, a weekday event! For those traveling from out of the area, traffic is typically very light on Friday mornings.

From Westlake Village, we embark on a 15-mile scenic tour to the Stagecoach Inn Museum. Built in 1876, the museum was a hotel and now a historical landmark. We will enjoy a 90-minute guided tour of the museum, a 1888 schoolhouse, and the blacksmith shop. Also see a pioneer home, a Mexican adobe and a Chumash dwelling, all representing different historical eras of the Conejo Valley. (\$4 admission fee)

After the tour it's a short drive to the Simmons residence for a picnic lunch, so bring your picnic basket (or grab lunch to go) and dine in the garden! Desserts and



beverages will be provided by Linda Simmons. If interested, we will also perform basic TC maintenance tasks in the garage after the picnic. Watch for a flyer in the mail with meeting time and location.

**NOTE:** If you plan to attend this event (tour and/or picnic) please **RSVP** to Steve Simmons. Send RSVP to mail@mgnuts.com or call them (# in directory).

See you there!  
Steve Simmons  
TCMG Events





# DESERT WILDFLOWERS

## 2019 Wild Flower Tour



Four TCs and a smattering of modern cars took part in this year's TCMG Wildflower Tour. Those in TCs were Richard & Sandra Loe, Steve & Linda Simmons, Gene Olson with friend Alene, and David Mathison with his mother Phyllis. Those in moderns were Curt & Jan Sorensen, Mel & Toni Appell, Don McLish, David Mathison's daughter and grand-daughter Tamara and Dolene driving his less interesting car (a Ferrari), and Joel & Toshimi Shapiro.

The group toured scenic back roads and highways through the Sierra Pelona Mountains and Leona Valley, eventually reaching our destination at the California Poppy Reserves in Lancaster. The blooms this year were beyond belief, with hillsides and valleys glowing such a bright orange and it looked unreal. Mixed in were fields of yellow and purple making for a truly memorable experience. We drove for several miles through the area enjoying thickly packed flowers and strong sweet fragrances from the various wildflowers that seemed to never end. To avoid the crowds brought on by this year's "super bloom" we avoided the park itself, instead circumnavigating it and stopping along one of Joe's secret dirt roads to get out and stretch among the flowers. Setting off

again we drove through yet more blooms to arrive at a secluded park for a picnic lunch. The weather was absolutely perfect for top down driving and the scenery hasn't looked better in a long time. Thank you Joe for making this one of our favorite annual events!

*Steve Simmons*



Beautiful TC and beautiful flowers



Enjoying a picnic lunch together

## TC Birthdays (Build Dates)

Apr 21, 1949	TC 8507	James Marsala
Apr 26, 1949	TC 8533	Larry Pate
Apr 28, 1949	TC 8567EXU	Willie Williams
Apr 29, 1948	TC 5381	Brian & Jane Sonner
May 2, 1949	TC 8580	John Uniack
May 8, 1947	TC 2735	Richard & Sandra Loe
May 9, 1947	TC 2742	John & Nancy Youens
May 12, 1948	TC 5464	Ron & Bobbie Simon
May 12, 1948	TC 5476	Arthur E Lloyd III
May 12, 1949	TC 8686	Mike & Sharon Bailey
May 13, 1948	TC 5494	Garret & Ambre Hanes
May 14, 1948	TC 5503	Brian Wescott



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



## BRITISH SLANG LESSONS by Curt

British		English
Tail Back	=	Traffic Jam
Tyre	=	Tire



## Pete & Fran Thelander Profile

*Originally printed in the May 1989 issue of the Classic Chassis.*

By way of introduction, Pete and Fran are relatively new members, having joined TCMG on a few years ago. But they have been into MGs for many more years and are well known throughout MG circles.

Pete bought his first car, a '54 TF, while stationed in Germany, in the service in March '56, but it was '74 before they acquired their Clipper Blue TC. Pete and Fran were amongst the enthusiastic group that started the Vintage MG Club of Southern California and organized the first GOF WEST at the Mira Mar in Santa Barbara back in 1973. They have continued to serve on the GOF WEST Steering Committee and have been editors of the VMG newsletter for the past seven years.

Pete's interest in cars was kindled in Jr. High by the reappearance of new cars after WWII. When the family would take a Sunday drive from the western suburbs to downtown Chicago, he would keep a tally of how many of which new cars were observed. He recalls going to the Chicago Auto show and seeing the new Tucker automobiles there. Throughout high school, his interest, expanded to the California originated phenomenon of rods and customs. (At least most of the magazines and subject material came from this area, but there were notable examples from other parts of the country too.) He and Fran were already dating, so she should have had ample warning of what was to come.

The TF was bought with but 15,000 miles on it and was driven around Europe - one vacation trip taking him over the Alps, through Switzerland, Austria, Italy and Monaco, and another to Paris and Holland.

8 At that time, the Army was shipping



cars home for the GIs, so it was driven to Bremerhaven and reclaimed in New York upon discharge. On the trip home, it developed a nasty rattle about Cleaveland, and spent the remaining miles to Chicago on the end of a tow rope behind an Austin Healey. He initiated himself into the home mechanic ranks and learned that fundamental lesson about rod bearings going to that great bearing heaven in the sump.

Fran was finishing her Bachelor of Education Degree, so Pete took temporary employment until she graduated. They were married before he returned to the University of Illinois to finish the engineering degree he had abandoned to enter the Army. The TF was thought to be unsuited to the long straight midwestern roads so was sold in favor of a proper American car. It didn't take long to discover that the midwestern roads weren't any more exciting in an American barge. But, too late, the TF could not be unsold and reclaimed.

Not long after they were married and in school in Champaign, 150 miles south of Chicago, while visiting their parents, the TF was spotted in the back of a seedy used car lot. The opportunity to undo the errant sale was not lost. The car was repurchased and promptly ran another rod bearing on the way back to Champaign.

Pete got a summer job with Douglas Aircraft in Long Beach and the TF was driven out the old Rte 66 from St. Louis. The trip back for the fall semester took

them north to Sequoia and Yosemite Parks and the east over Tioga Pass. (The road was just a pair of ruts through the campsites then. They are looking forward to returning there for the Conclave this fall.) The car continued to be their only transportation throughout the remainder of college and his first job at Pratt & Whitney in Hartford, Conn. It took Fran to the hospital for the birth of their oldest son and home again. Pete made a center infant seat so the three of them could drive back to Chicago that first summer in the TF.

After a couple years of the New England winters, it was back to California and a career in the young space launch vehicle business. The MG interests never waned, and when the opportunity to purchase a really historic MG - one of only seven '34 NE Tourist Trophy Magnettes built - he did it. This only served to expand his interest in the rest of MG history.

Upon returning from lunch one Friday in about '74, a fellow worker mentioned that his brother-in-law was moving and had a non-operating TC that he needed to sell - Would he be interested? By 4:00 pm he was at the brother-in-law's house waiting for him to come home. He appeared, the car was examined and the deal struck. Pete returned about 8:00 am the next morning, the car was on the trailer and he was headed home with the TC treasure in tow by 9:00 am. The car was rather tatty with dull red painted rubbed thru showing



black below and eventually the original Clipper Blue. The engine had broken a crank and had been disassembled for six years. It sat another year before it was finally put together. Missing spokes were replaced and the wheels painted cream, but without repaint or any other cosmetic work, it was driven several years without the least bit of worry over getting it dirty, chipped paint or such. It was driven to GoFs at Tahoe, Olympia and in one two week dash - with Al Moss as co-driver - to Killington, Vt. and back.

The car has always been a very strong runner. The block is .030 over and the head is milled to about 9.2:1 compression ratio. Then seven years ago, the car was stripped and restored to the original Clipper Blue with tan interior is now fairly familiar at MG events up and down the coast. It has subsequently made significant trips to Spokane, Victoria, and Snowmass, plus numerous other shorter trips - most of the Arizona Roadrunner's roundups and even one San Diego Double Day.

Pete has never stopped expanding his MG world. Three years ago he added the K-2 Airline Coupe to his stable which already included a '62 MkII MGA coupe and a '69 MGC GT. Over the years he has collected most of the MG books and many items of MG literature, including original sales brochures for most of the pre-war models. He vows the MG toy and model collection is Fran's - he has his hands full with the real things and doesn't have time for models. And there are numerous items of MG memorabilia - which take up just about all the wall space in the family room they recently added.

Their three children are all out of the house, so they now expect to have more time to themselves and to get serious about resoring the NE. They say they spent too much time on MG outings, but it is hard not to when the people are so wonderful.

*It is unclear who interviewed Pete and Fran and wrote this, so cannot give credit. Be we thank them.*



## Supercharging a TC

After driving my TC for a couple of years, I decided it needed a little more muscle. I did the research and fell upon supercharging as the best way to give it a little more umph. There were lots of articles that gave me ideas on what was available in the marketplace and the various cost factors. I selected the unit from Moss Motors and it arrived within a week. Over the next two weekends with the help of my good friend Gino Londi, the TC was transformed into a different little beast. While I have not had it dynoed, I believe the horsepower is somewhere in the 70 to 75 range. I purposely kept the rest of the car stock but made sure that the brakes were at their best possible.

I can attest to the supercharger changing the character of my little toy. It makes freeway driving easy and when I need to pass, a slight downshifting and you're there. I'm glad I waited a couple years as I truly enjoyed the original performance, and now it's in a different league. Over the last year and a half, no negative issues have been experienced. It runs cool as it should and it's a blast to drive hard.

*Tony Santarelli*



Gino Londi (l) with Tony (r) at the Queen's English Car Show

While Tony does not have a Judson, this ad shows what can be expected performance wise.



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0-50	13.0	9.8
0-60	22.5	12.5
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40-60	15.5	9.5

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## Interesting Facts on Our Members

The program at our March meeting was reading interesting facts about our members that they wrote out and we had to guess who it was. We have a diverse membership for sure. We had 30 facts, but listing only 18 here and will run the rest next issue. Each fact is tied to just one listed member here.

1. I was the only one in my family of five born in the U.S.A.
2. I worked with Neil Armstrong, the first person to land on the moon.
3. My parents had a cow living in our garage for two months. (Ed. note - and they did not live on a farm)
4. I was in the ROTC.
5. At 16 years old, rode a motorcycle from LA to Canada. (Ed. note - with his younger brother on the back)
6. I'm related to Clark Gable.
7. Won an ice-cream eating contest 6 years in a row.
8. I got my amateur radio license when I was eleven years old.
9. Bought my first car at age 14, a 1954 Singer. Didn't run and never drove it.
10. I caught a 21" rainbow trout when I was 7 years old.
11. I am a Mayflower Decendent.
12. My fiance proposed via USPS, while he was living in a different country.
13. One of my relatives was buried in his car.
14. I have 13 grand children that I know of.
15. I lived in a chateau in France.
16. While training to be a matador in Spain, I was gored by a bull that ended that goal. (Ed. note - this fact is not true and member wrote it out as a joke. I was told not to print it but I don't listen well.)
17. Once worked on Johnston Atoll.
18. I was a teen actress, but then I met HIM and followed him all over. I broke an engagement to be with HIM, so we could travel and be together always. Even though I worked with Elvis Presley, I wanted to be with HIM.

Match these 18 members (in alphabetical order) to the facts on the left.

Mel Appell  
 Toni Appell  
 David Edgar  
 Joyce Edgar  
 Jill Einhorn  
 Larry Einhorn  
 Cliff Lemieux  
 Richard Loe  
 Sandra Loe  
 David Mathison  
 Don McLish  
 Karen Olson  
 Bobbie Simon  
 Ron Simon  
 Linda Simmons  
 Steve Simmons  
 Curt Sorensen  
 Jan Sorensen

Answers on page 15.



Girl on the right side with 21" trout next to her is our member



## March 26<sup>th</sup> Meeting Minutes

President Sandra Loe called meeting to order at 8:03 P.M.

She read two Burma Shave sign verses from the book "Verses by the Side of the Road". This prompted Larry Einhorn to talk about the Burma Shave signs along his driveway.

Sandra confirmed the attendance sheet was being circulated.

There were no new members present. There were two guests, Jill Einhorn and Bob Brown. 17 members were at the meeting.

Sandra noted Dave Matheson drove his new TC to the meeting. Dave gave a brief report on the car which was recently shipped to him from Hawaii.

Sandra regretfully announced the recent passing of two of our members, Karen Pohle and Joe Marcotte.

Thanks were extended to Linda Simmons for bringing the refreshments and to Jan Sorensen for helping set up the refreshments. The Simons were thanked for supplying coffee for the meeting. Sandra also thanked Richard Loe for the prior month's program.



No members in attendance had birthdays during March. Five members' TCs were assembled in the month

of March during the TC years of production. These are the TCs belonging to Storms, Edgar, Traill, Page, and Ellis. Sandra related interesting events which happened during March in the years 1945, 1946, 1947, 1948, and 1949.

The minutes for the February meeting as printed in Classic Chassis were accepted by vote of the members present.

Treasurer Joyce Edgar had financial statements available for member review.

12 She noted 93 members have paid their



dues so far. She also told us she has not heard from two of our regular advertisers to renew their newsletter ads.

Event Chairman Steve Simons talked about the upcoming Wildflower Tour. Due to the crowds viewing this year's abundant wildflowers, Steve suggested we could go on a week day rather than on Sunday. Following a brief discussion, the group decided to stick with the originally scheduled date. The April event will be a drive to the Stagecoach Inn in Newbury Park where we will have a tour of the Inn's facilities. Lunch will follow at a nearby restaurant. The event date is April 28. Sandra pointed out the August event is tentatively scheduled for the 11th which could be a problem for people going to GoF in Prescott, AZ which starts August 12.

Curt Sorensen talked about progress on scheduling programs for the remainder of the year. Dave Matheson volunteered to do the November program. It will tentatively be titled "Out of Africa".

Newsletter Editor David Edgar requested members submit any material for the newsletter by April 10.

Linda Simmons says we have a good stock of regalia items.

Steve told us the website continues to be updated at least twice a month and encourages members to send him anything which would be appropriate for inclusion on the website.

Sunshine Chair Bobbi Simon has talked with Joe Douglass and he is doing well. She reported she has sent condolence letters to Pat Marcotte and Ed Pohle.

Historian Don McLish thanked Steve Simmons and David Edgar for their work on club history. Don also discussed the material which was donated by former member Barney Jackson. The donated material is extensive including 2000-2500 photographs and club clothing. Organizing the new material will be a big job.

Jan Sorensen reminded members the refreshment sign-up sheet is on the refreshment table.

Sandra reminded members this coming Sunday is the Wildflower Tour, the Queen's English meet (not an official TCMG event) is April 7, next month's meeting will be April 28, and GoF West will be August 12-16 in Prescott, AZ.

The meeting was adjourned at 8:53 P.M. Respectfully Submitted,

Secretary, *Richard Loe*



*Linda Simmons had filled up the refreshment table with a variety of tasty treats. Thank you Linda. And the members swarmed in.*



*Three TCs at our March meeting (Loe, Simmons and Mathison). David had purchased his latest TC from Hawaii and had it flown it here.*



*Larry talks about his Burma Shave signs*

*We had spare chairs, so plenty of room if you want to join us.*



Photos by Steve Simmons and David Edgar



## TC 6373 Report

Cliff Lemieux says that he is getting closer to being able to participate in TCMG events with his TC. He reports that even though the car isn't "ready for prime time," progress has been made. It is drive-able (still working out the kinks after 220 km), but still needs new hood, side curtains, tonneau, paint touch-up, and side-view mirror. He took it out for a photo-shoot a couple weeks ago and sends this photo.



Thanks Cliff. Keep up the good work, but know we have a few members who don't have hoods or side curtains, (or choose not to use them) so don't let that stop you.

## Gene Roth

Gene Roth did not renew his TCMG membership this year due to his just slowing down. Bobbie Simon, our Sunshine chair, sent him a note from us and his daughter replied here. We replied we would be having our Conclave by the coast this year so maybe we can pick up some of Gene's collection then.

Received a wonderful card sent from the Motoring Guild. It made him smile real big. Thank you! He is 97 now so that is pretty remarkable. I changed the spark plugs in my Honda Accord for the first time the other day and brought him into the garage to supervise. Boy is he tough to work for. ha ha

Dad has a lot of information in his safe that people have written on MG repairs, but I thought, instead of throwing it all away, someone might like to have it. If you all are having a get together someplace nearby, we could bring it all to ya'll and maybe someone would get some use out of it. If the opportunity ever arises, email Dad and let us know where you will be.

Sincerley, Linda (Gene's daughter)

## 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](http://tcmotoringguild.org)



Vintage cap design



# THIS IS WHO WE ARE



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## Member Facts Answers

*From pg 11*

- |                   |                   |                   |
|-------------------|-------------------|-------------------|
| 1. Bobbie Simon   | 7. Larry Einhorn  | 13. Steve Simmons |
| 2. Curt Sorensen  | 8. Richard Loe    | 14. Don McLish    |
| 3. Jill Einhorn   | 9. David Edgar    | 15. Karen Olson   |
| 4. Ron Simon      | 10. Linda Simmons | 16. Mel Appell    |
| 5. David Mathison | 11. Sandra Loe    | 17. Cliff Lemieux |
| 6. Jan Sorensen   | 12. Joyce Edgar   | 18. Toni Appell   |