

TC Motoring Guild CLASSIC CHASSIS

August 2020



More Tea-C Time

Garret & Ambre, were enjoying their British picnic with Garret savoring his “Bangers & Mash” But the TC had a problem, so their “mechanic” (son, Anthony, sporting a Tshirt from the Isle of Man) stepped up to troubleshoot the latest issue. Meanwhile Ambre, “taking tea” with Downton Abbey while she waits for the mechanic to put the TC back together. Note that Ambre’s tea mug was a wedding gift from a friend in England, and daughter. Brianna, was behind the camera.

Cheers,

The Hanes Family





CLASSIC CHASSIS August 2020

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Steve's Thoughts



We are officially in the modern digital age now that our first online video meeting is behind us. I say modern because "digital age" no longer means modern by itself. Technology has marched on, and things which to many of us still sound modern are considered antiques by the younger crowd. Did you know that people now collect "antique" cell phones, computers and hand-held gaming devices? If these can be considered antiques then what does that make our cars? Do they have more in common with an iPad or with an ox cart from the 12th century? To be honest, I'm not really sure!

Although we essentially reject modern technology every time we slide into the cockpit of a TC, it cannot be said that it has no place in

our TC lives. When driving alone, many people use GPS in lieu of map and flashlight. Some even have LED lighting, electronic ignition modules, fuel pumps and control boxes. But one thing these items can't do is offer a hands-on connection between pilot and machine. Nor can they be coaxed back to life by banging on them with a rock. No, we install these parts and forget they are there until they fail (how impersonal!), at which point they go in the garbage and a new one is ordered, usually after a tow home (how undignified!).

For those who have driven enough miles, you know of what I speak when I mention rocks. I knew a man once who had a failing fuel pump. He tied a string to a rock which he hung next to the fuel pump, and ran the string into the cockpit. Whenever the car would stumble, he pulled the string a few times to bang the rock into the pump. Try that with your fancy iPad!

Keep 'em on the road!

Steve Simmons

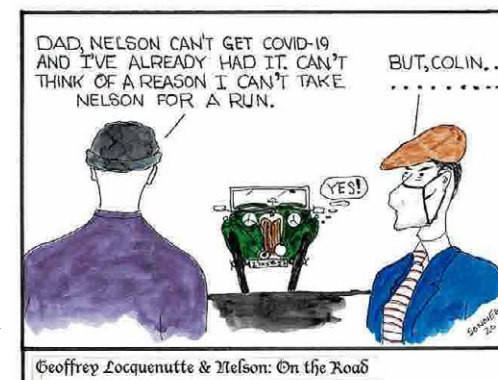
TCMG President 2020

GoF West 2020+1
has been rescheduled to
July 25 - July 30, 2021

**Mt. Hood Resort
Oregon**



All 2020 Registrations will be honored and transferred to the "2020+1" event unless you specify otherwise.



TCMG / ARR 2020 Conclave



**October 3-5
Saturday - Monday**

**Apple Farm Inn
in San Luis Obispo
(site of our first conclave)**

Room rates are for two nights (Saturday Oct 3rd & Sunday Oct 4th).

The reservation is under #957685 - MG Conclave.

Call for reservations - 1(805) 544-2040

Main Inn:

King Rooms (single king) at a rate of \$437.15 for 2 nights

Double Queen Rooms at a rate of \$471.12 for 2 nights

Trellis Court Motel section:

5 rooms reserved – King (single king) at a rate of \$323.89 for 2 nights

4 rooms reserved – Queen (single queen) with a patio hot tub at the rate of \$357.87 for 2 nights

3 rooms reserved – Queen (single queen) at the rate of \$301.25 for 2 nights

This is a special group rate for the “MG Group” offered by James Leigh, Sales Director. These prices are inclusive of all service fees, etc. I understand room reservations can be cancelled up to 7 days before date of arrival, but better to confirm when you make your reservation.

Banquet choices:

New York Steak - \$45

Salmon - \$42

Vegetarian Pasta - \$34

We can do meals later, but you might want to reserve a room early. Changes or cancellations can be made up to 45 days before event.

Any questions please contact:

Howard Shempp (ARR)
hshempp@gmail.com
or 530-758-9713

Richard Loe (TCMG)
fordydelux@yahoo.com
or 818-790-2332

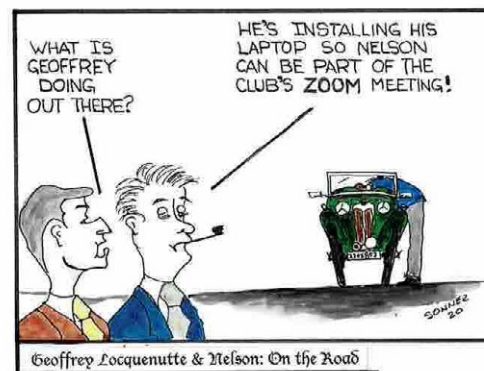
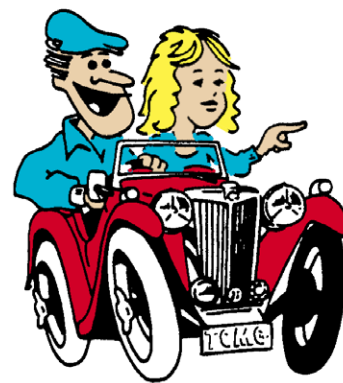
TC Birthdays (Build Dates)

July 15, 1947	TC 3185	Pete & Lisa Gannon
July 16, 1948	TC 6073	Roger Morse & Lynn Arnold
July 21, 1948	TC 6101	Patrick & Laura Mauch
July 22, 1948	TC 6126	Charley Williams



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

Happy 72nd and 73rd Birthdays



Geoffrey Locquenutte & Nelson: On the Road

July 28th TCMG Meeting

6:00 PM

**Come Join Our
Zoom Meeting
as we Social Distance**

Program will be showing TCMG July Self Tours plus other photos. Listen to the stories behind the tours and how well the TC did on the drive (TCs don't have problems - Right?) Please join us from the comfort of your home.

Watch for TCMG group email with link to join the meeting.

August Self Tours for Sargent Points

The official TCMG August event will be another self guided drive in your TC from now to August 16th. Summer is perfect for an evening toot to your favorite local restaurant. You may not feel comfortable stopping to eat, but take a picture with your TC in front and submit it with a short paragraph why it is your go-to eating place. It could be because it is the popular neighborhood hangout or maybe it's a hole-in-the-wall with excellent food.

Email the current photo and short paragraph to David Edgar at djedgar1970@gmail.com by August 16th.

Soon we hope to be comfortable to be on the road as a group. If not before, I am looking forward to Conclave in SLO in early October.



Stay healthy.

Richard Loe - Events Chair

PS - To qualify for Sargent points, you are on your honor to drive your TC at least 10 miles and to submit an unaltered, current photograph with your paragraph.

FROM THE FRAME UP

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Doug Pelton



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Help our August TCMG Meeting Program

Hard to tell at this point if we meet in person or on Zoom for our August TCMG meeting. But in either case we are collecting TCMG photo memories to show. We have a nice collection of photos from the '50s to about 5 years ago that are quite interesting. If you have any old TCMG photos or even photos of your own TC from years ago, and willing to share, we would love to include them. Please send to our program chair, Joyce Edgar at: djedgar1970@gmail.com by August 16th.

And if you can't find a photo, but have a brief story, we might be able to share that as well.

"Sharing Memories"



Harvey & Von Schnaer
from about 1961.

Driving to the June Meeting

Since we were meeting virtually on Zoom, we gave credit for driving to the meeting to those that drove at least 10 miles the day of the meeting. Five wrote up their trips and Lemieux, Loe and Santarelli also drove.



Hi ho, hi ho, it's off to work I go.
In a red TC with all that traffic.
A stop light here, and a green for go.
My TC flies, it's just like MaGic.

Charlie Ockwell

I tried to be on the meeting call although AT&T killed that plan. To no fault of my own they inadvertently pulled my internet connection. Just for the meeting I had driven the TC to work Tuesday, a total round trip of 32 miles. So I'm requesting my Sargent point.

Kregg Hunsberger

We agreed and Kregg got the point

Since an in person meeting was out, and driving from the garage to my computer was less than ten miles, I figured combining some errands with the drive to meeting challenge would be a good idea. It was a beautiful day up here in Camarillo. I first went and gassed up the TC remembering to grab a mask and latex glove. You just don't know where those pesky gas pumps have been! Then I headed to the hardware store for some solvents and metric bolts to hang my spare (original numbers matching) engine on the stand. Not much of a selection in M8x1, but I got em.... then hit one of my usual thirty mile loops through farm country up here. It's getting where I can tell the broccoli from the cilantro crops just by the smell and what kind of bugs hit the windscreen.

I got home just in time for a quick bite and to log into the meeting. A great day all around. I'm ready to do it again!

Rob Zucca



We took the TC on a 24-mile drive to get tools for making a long network cable, so we could attend the Zoom meeting amongst the cars in our garage. Also stopped to help a brass era Packard in distress but he had it under control. Photos shows driving around Malibu Lake in Agoura Hills.

Steve Simmons



Decided to run a few errands for our meeting drive. Had recycle items to get rid of so stopped to drop off an old dead computer, other electronic items, batteries and some florescent tubes (one being 8 foot long). Due to COVID, they were only accepting cardboard, plastic and glass at this time. So onto Costco to grab a few items and had a car follow me to the lot. Turns out he had a '49 TC back in the '60s and we spent 20 minutes talking. I went a little overboard in shopping only to remember I still had all the trash. But I managed and made it home with driving about 14 miles total.

David Edgar

July Historical Places Event Tours

We had 13 members submit photos and stories for the July Event. We were happy to get entries by a few members that don't normally get to participate in our tours because they are from out of the So. California area. Theme for the July tour was to find a historical place (famous or not) and get a photo with your TC and it seemed people had fun doing this.



Event was announced on our TCMG Group email after the last newsletter went out. While the August self tour information is shown in this newsletter, if you wish to get on the email notifications, go to: [Groups.io/g/TCMG](https://groups.io/g/TCMG). Click on the Apply for Membership In This Group button. Enter your email address and then click Confirm Email Address button.



We had our TC out and took this photo of the famous Colorado Street bridge. It was built in 1913 and unfortunately has become known as suicide bridge. In the background is the modern bridge that carries traffic for the 134 freeway.

Dave & Bobbi Spiegel

I visited the Adolfo Camarillo home for which the city is named.

Mather Camarillo arrived in 1620 aboard the Mayflower. Just before landing, Mather had a heated discussion with John Alden, who had demanded continuation of the Whitworth system of fasteners. Mather would have none of it. Being a Puritan, he then made up his mind to leave the little group and start his own sect. The SAE's (Sacred Anglo Episcopalians). Leaving that night with his Indian friend Pronto, (brother of Squanto), and his hasty departure from Plymouth, Mather neglected to bring his most treasured possession, the holy yardstick used for swatting unruly pilgrims. This proved unfortunate as successive generations, all taking up the blacksmiths trade, could not decide what size to make a 3/8 bolt, or what 3/8 even was. In the mid eighteenth century, Mathers great great great grandson Winston discovered and patented a way to make a wagon leak oil. Until



then, the best anyone could do was to get a wheel hub to drip lard, sometimes tallow. With the proceeds from that patent, the family moved west, finally settling in what would be Camarillo California, growing lima beans and breeding white horses.

Disclaimer: except for the lima beans and horses, none of previous paragraph is true, but was gleaned from a screenplay draft discovered at a garage sale in 1978.

Rob Zucca



The Melvin-Lewis Cemetery is a small ghost town pioneer cemetery which was used from about 1880 to 1910. It is one of the few remnants of the town of Melvin which is now part of the City of Aurora, Colorado. The name Melvin comes from the earliest settlers in the area, John and Jane Melvin, who built a ranch there in the 1860s. The Melvin place soon became known as 12 Mile House, a way station along Cherry Creek.

The Lewis name comes from John and Emma Lewis, who owned a farm in the area. In 1883 they purchased the land which included the cemetery. Over time it assumed the new name of Melvin-Lewis Cemetery. "A memorial was erected in 1961 to recall the fortitude and persistence of the pioneers at rest there" (many of whom almost certainly had British heritage – Doug). Most of the graves were moved to other area cemeteries in 1948 when the Cherry Creek State Reservoir was created. Sadly today the Melvin-Lewis Cemetery is neglected and abandoned in a fenced-in area surrounded by The Pioneer Hills Shopping Center parking lot near my house.

Doug Pulver

B&O RR Station Rockville, MD



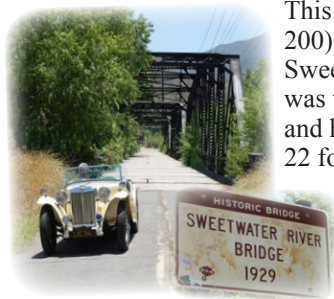
For our July 2020 TC trip to a historic place, my grandson (Patrick) and I chose to drive to the original B&O train station in Rockville, Maryland. The station was built in 1873 and is about 10 miles from my home. Although it currently is occupied by law offices, it has been designated as an historic building because it represents such a fine example of Queen Anne architecture (hence the British connection). Patrick just turned 13 and often reminds me that he would like to own my TC someday. He never ceases to be amazed at how the car turns heads during our trips!

*Bob Eicher with
Grandson Patrick*



BONUS: Next door to the train station is St. Mary's Catholic Church. F. Scott Fitzgerald and his wife, Zelda, are buried in the cemetery behind this church. Fitzgerald lived and died in Los Angeles, CA (hence a connection to our Southern California members!). To find out why Fitzgerald, who never lived in Maryland, was buried here, see: wikipedia.org/wiki/F._Scott_Fitzgerald





This bridge was built in 1929 on a dirt road (County Route 200) between San Diego and Yuma AZ. Was named the Sweetwater Bridge for the river it crossed. In 1933 the road was taken over by the State of California and became Hwy 94 and highway was then paved in 1935. At 460 feet long and 22 foot wide, the bridge was considered narrow in 1929, but it was not until 1987 when a new wider bridge was built next to it. The old bridge is on the National Register of Historic Places and only used for foot traffic now as a gateway to the San Diego National Wildlife Refuge.



Note that we removed a steel post blocking the bridge from vehicles for the photo, but we did not drive on the bridge.

David & Joyce Edgar

The former Vista del Arroyo Hotel in Pasadena is now the home of the Richard Chambers United States Ninth Circuit Court of Appeals. Back in 1882 Emma Bangs built the Arroyo Vista Guest House, overlooking the Arroyo stream-bed below, for Eastern and Midwestern visitors that came to sunny California for their winter retreat. In the 1920's the wood frame houses built by Ms. Bangs were replaced by a Mediterranean style building designed by Marston & Van Pelt. The new Vista del Arroyo Hotel opened with 400 guest rooms. The hotel struggled during the depression and in 1943 the Army took over the property under the War Powers Act and converted it to the McCormack Army Hospital. In 1949 it became "surplus property". For 30 years it was used by the Government for this & that. In time it was renovated and rededicated in 1986 as the home of the United States Ninth Circuit Court of Appeals. It has since been awarded the Presidential Design Award.



Richard & Sandra Loe

This is the Neely Historical Homestead in Kent WA. It was built in 1895 and believed to be the oldest home in Kent.

Jim & Jan Sullivan

Kent, Washington



I somewhat recreated a past tour. The original tour traveled from Topanga Canyon Road through the Santa Susana Pass Rd. past the Santa Susanna Rail Road Station and ended at Strathearn Historical Park with a tour of the park. My travels stayed within Simi Valley and ended at Strathearn Park.

Kress Hunsberger

Yellow TC 3779, V8 60



In the 1930's, actor Joel McRae and his wife Frances Dee purchased an old 1890's ranch, based on advice from close friend and mentor Will Rogers who suggested it would be a good idea to have something to fall back on in case acting didn't work out. They built a new home

Steve & Linda Simmons

on the land and raised three boys there. Upon his passing in 1990, the land was donated to the Conejo Park District with the understanding that the main ranch would be preserved. Some of the original 1890 buildings also remain. The ranch is located on historic Norwegian Grade, built by notable Norwegian immigrants from 1900-1911 as a means to transport wheat and barley from Thousand Oaks to Port Hueneme, without having to descend the treacherous Potrero and Conejo Grades. It was carved from the steep hillsides entirely by hand. Much needed improvements were performed recently with emphasis on retaining the charm and history of the narrow, twisty lanes. A perfect TC road!



I traveled to The Faulkner House in Santa Paula which represents the seminal changes in California that were brought about in the mid-nineteenth century. "Los Californios" became "The Californians;" Pastoral economy changed to Agricultural; and the old Adobe architecture gave way to Wood Frame construction by the new land owners. This house was built by George Washington Faulkner in the popular Queen Anne style of Victorian British architecture, and is not surprising since his ancestry was also British.

George W's parents had immigrated to America from Britain to settle on their farm in Ohio. Around the age of 30 George and his wife Roda came to California by emigrant train to take advantage of the new opportunities, eventually settled in the newly founded community of Santa Paula, and established the Faulkner Farm in 1879. With success of the farm the present Faulkner House was built in 1894.

Cliff Lemieux



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British		English
Mum	=	Mom
Trolley	=	Shopping Cart



Behind us is the iconic Forth Rail Bridge, which opened in 1890. This bridge is approximately 6 miles from our home and during our little run we experienced all of our summer weather phenomena including sunshine and warmth and cold when it rained.



Forth refers the Forth River in Scotland. The cantilevered railroad bridge is about 1.5 miles in length. Nearby are two bridges for cars (one built in 1964 and a newer one built in 2016 (neither in photo).

A crossing route over the Forth had existed at the site since the eleventh century, when the queen of Scotland, Margaret, founded a free ferry.

Ernie & Elizabeth Page

Allan & Linda Chalmers plus 5 other ARR members from the bay area gathered at a well known San Francisco landmark - The Golden Gate Bridge.

Allan & Linda Chalmers



We started off thinking we could take the TC to England to get a British landmark picture for the July outing.

First we went to the iconic Harrod's but found out they had no sample tasting.

Then we went to Boot's Pharmacy but they only had the generic Tylenol in 100 capsule bottles and not the bottles with 6,000 capsules.

Then we went to Selfridge's but they were out of toilet paper.

And then it dawned on us where we should go to get an authentic British landmark picture. That would be the Tower of London because we heard they have Beefeaters there.

And we assumed we could get the beef hot dogs (with the bottomless beverage) and eat them at the snack bar there.

But we only saw a bunch of guys in red jackets and funny hats.



So we satisfied all our needs by going to this landmark.

Kay & Larry Einhorn

Ed. Note - While this is an obvious PhotoShopped image, they actually drove to Costco

TCMG Zoom Meeting Minutes - June 23, 2020

Due to the Coronavirus Pandemic and state-wide restrictions on social gatherings TCMG members agreed to conduct the June meeting via ZOOM. The meeting was graciously initiated and hosted by member Mike Simmons. Since this was the first meeting of TCMG members President Steve Simmons suggested ZOOM meeting protocols before starting the general meeting.

The June Meeting of the TC Motoring Guild was officially "gaveled" to order at 7:18 p.m. by the President, Steve Simmons.

No new members were noted in attendance, however Steve welcomed member Leo Rocca and indicated that this was his first full meeting in attendance. He has recently had his TC refurbished extensively, and is looking forward to meet in person with his car.

Joyce Edgar agreed to record the attendance at this meeting noting that 22 members are in attendance, with seven TC's driven a minimum of 10 miles the same day to qualify for Sargent points. Joyce will forward the attendance sheet to Don McLish via email.

Reports

Minutes - Since this is the first meeting held since the general meeting in February, only proceedings from the Executive Council during the March to May time period were published in the June Newsletter. The minutes of those proceedings were approved as recorded in the newsletter.

Treasurer Report - Joyce Edgar reported that a complete Financial Membership Report was sent via email to all board members for review; PDF copies are available upon email request to Joyce.



Funds were saved since the newsletter has only been available in electronic format on the internet. In the future the both the directory and future newsletters (for those who requested) will be sent out in printed format.

Programs - Joyce indicated that previously planned programs may not be feasible with the present ZOOM meeting format. So, she requested alternate ideas and recommendations for future post-meeting programs.

Events - Richard Loe thanked everyone participating in the "British Scavenger Hunt" event for June. The July event will be similar. Thanks to the Edgars' suggestion, the July event will entail finding a marker or item of historical interest, take a photo with your TC, and provide a short commentary. Richard will provide further details via TCMG group email.

Reminder about the upcoming Conclave 3-5 October, and the need to make reservations. Complete information is in the newsletter.

Old Business - None.

New Business

Resumption of Normal Meetings and Events - Steve indicated that restarting normal meetings and events is presently undetermined. He recommended proceeding as we are doing on a month-to-month basis, especially since the meeting

room is still unavailable. Without objection, the recommendation was approved.

Holiday Party - The combined annual meeting and holiday party is currently on hold because of uncertainty due to the COVID situation, however, Steve recommends that we should plan as if the situation will improve. There is a need for someone to volunteer to take charge of "locking down" the location and general organization of the plan. General discussion about date resulted in tentative selection of December 5th or 6th, and the possibility of having a lunch or early dinner to accommodate members having long distances to drive. Linda Simmons graciously volunteered to check on the availability of potential facilities, dates, and times. Holiday Party facility and date to be decided at the next TCMG meeting.

With no further business the meeting was adjourned at 7:38 for the follow-on program.

The follow-on program was a presentation of photos and members sharing stories of the June self-touring British Scavenger Hunt event.

Respectfully Submitted,

Cliff Lemieux

Cliff Lemieux - 2020 Secretary



(l) Richard & Sandra show off a TCMG banner, (above) Tony Santarelli gives a thumbs up for a vote, and (r) Leo Rocca follows along in discussions.



David Reid showed a TC model during the meeting while Steve & Linda show a TC chassis being built up



Larry Einhorn got creative with a virtual background



Allan Chalmers shows us a TC model



Joe's 101st Birthday



Another Zoom meeting was held on July 14th for Joe Douglass' 101st birthday. Fun was had by all and Joe was remembering some of the TCMG trips and gatherings over his 70 years with the club as well as some details on when he bought his TC new for \$1925 back in 1949. We were amazed at how sharp his mind is. We had 17 video participants with 29 people attending.

Panhard Bar - Part II - Other Side of the Curve

Recap from last month: Axle straightened, replaced right side steering knuckle (stub axle), reamed kingpin bushings, installed kingpins, springs and brake backing plates.

Installed the axle back in the car and started the hub assembly. Everything should go smoothly now right? Back to a little history, this car was both raced (up through the 1960s) and driven as a daily driver into the 1980s. The wheel bearings were changed to tapered bearings from the MG roller bearing long before I can remember, at least 58 years. I only claim knowledge of the car's mechanical make up starting when I was 5 years old. At that time I was helping my dad hand grinding valves for engine rebuilds. The wheel bearing setup at that time removed the spacer on the stub axle between the fixed races. The nut would be torqued down until the wheel would just stop turning and backed off to allow the wheel to turn. The split pin kept the nut from moving and changing bearing preload.

Back to today, I had ordered the bearing replacement kit, including the spacers to add strength to the stub axles. By having the fixed bearing races under compression against the stub axle with the nut torqued adds stiffness to the overall axle and reduces the risk of fracture. As I had said earlier, the car was raced up through the 1960s and driven daily into the 1980. That along with how the bearing preload was set, meant the bearings had failed and spun in the hubs from time to time. So at some time in the past the hub inner race seats and IDs were machined and an inserts were installed. This meant the inner races sat deeper in the hub than they should have. Evidence of this showed up as rub marks on the inner surface of the right hub against the stub axle flange surface.

Starting with the left hub, I test fitted the new bearings. They would not slide on. Measuring the axle shafts and bearings found they were a line to line match. I

16 tried to polish the axle since there were

witness marks on the axle from trying the new bearing on (they would not go on past the initial taper). Not wanting to press fit the bearings on axles since I will have to make multiple fittings to set the shims, I elected to use the original bearings. They would slide on and off easily. The bearing wear was not bad, so I reused them. The combination of the inner bearing race seating and other combinations of wear, the washer retaining the outer bearing would bottom on the axle before the preload could be achieved. Off to the mini-lathe. After chamfering the inner edge of the washers to clear from bottoming on the axle thread bottom, I was back to performing the fitting of the shims to set. The left hub was installed.

The right hub was the one with the rub marks on its inside surface. It also was the side which the steering knuckle (stub axle) was replaced. Thinking all the pitfalls have been addressed, it was off to assembling the right side. Well not so fast. The hub was hard against the stub axle flange. Check dimensions and yes the previous wear made the inner bearing race seated too deep by about 0.075 inch. Close to defeat, I put in an order for new hubs with "The Frame Up." Although, close, but not defeated, I knocked out the inner race and looked for



Front axle roller bearings & spacer



Kregg Hunsberger



Two views of left Houdaille shock and linkage

a spacer. A metal hanger with the paper tube at the bottom you receive with your dry cleaning is made from 0.075 inch diameter wire. Sand off the varnish, bend it into a circle and cut to fit, a spacer for the inner race to seat on. Reapply the bearing adhesive and press the race back in.

Back to fitting the spacer and adjusting the shims. Every time I torque the nut I would find the shims would need to change. Upon closer inspection the spacer would no longer turn on the axle although the inner bearing would. Break the spacer loose from the axle and find witness marks. This was the replacement steering knuckle and either the taper on the axle or the inside of the spacer was made for an interference fit. Back to the mini lathe. Cut a chamfer on the inside of the spacer. Back to the assembly and hub is installed. A note about the hub order; they were to arrive May 30th. It was tracked on that day to US Postal distribution center in Alabama. They shipped from Mesa Arizona. Seems like the long way round. Luckily I'm not relying on having them now.

The shocks had been rebuilt and returned. A note on the shocks, they are not original TC piston type shocks. Back in the 1950s racers used the 1937 vintage Houdaille shocks since they were adjustable. Reworking these were part of the original effort that led up to full tear down of the front end after finding the spring pin had been sheared. Needing to replace the linkage between the lever arm and the axle/

spring attachment, I needed to drill the lever arm taper pin attachment to accept a 5/8th inch Hind Joint bolt. Being a hardened part to accept the tapered pin, it was impossible to drill the hole. Dig out the oxy-acetylene torch and temper the lever ends. This entailed wrapping the shocks with shop rags and setting in a water bath to keep the shock from being heated. Heating the lever ends to orange-red color for about 20 minutes and letting them cool slowly softened them up just enough to allow being drilled to the desired hole dimension.

The TC is off the lift and back on the road. Still need to adjust the steering tie rod to center the steering wheel. Everything else seems good.

Have Fun

Kregg



The Houdaille shocks wrapped in water bathed rags to prevent damage when annealing the lever eye holes.

Ed Note: Lever shock designs were popular in the '30s. Ford used them and in fact some MGs used them as well. MG used the Luvax brand. TCs used piston type shocks made by Girling.

1946 TC for Sale



1946 California
rear license plate



About as perfect as a TC can be. Restored and maintained by Martin Hveem (martinhveem@earthlink.net) at considerable expense, it is a fabulous car. A comfortable, quiet drive – without squeaks or rattles. Very dark green, licensed with a Year-of-Manufacturer black license plate.

For more pictures and information, contact Pat Marcotte, marcotteng@sbcglobal.net, 408-340-0345.

Alternate contact: Allan Chalmers, allanchalmers@yahoo.com



1949 TC For Sale



1949 MG TC that had been in storage nearly 30 years. The car is now running and a lot of new parts on it. It is in great shape and see no rust except in the gas tank. The tank works but would suggest getting it cleaned and relined. All lights work including the turn signals. Comes with nice side curtains and an old tonneau

cover. Special parts include: Updated aluminum oil filter, aluminum valve cover and steering wheel. Paint and chrome are good for a driver but not show quality. The interior is very nice. California title and registration are current and in my name. Great buy for a running TC. New or near new parts: brake master cylinder, rebuilt wheel cylinders, battery, fuel pump, windshield, wire harness (entire car)

\$23,000

John Searock - (818) 843-2892
msearock@sbcglobal.net

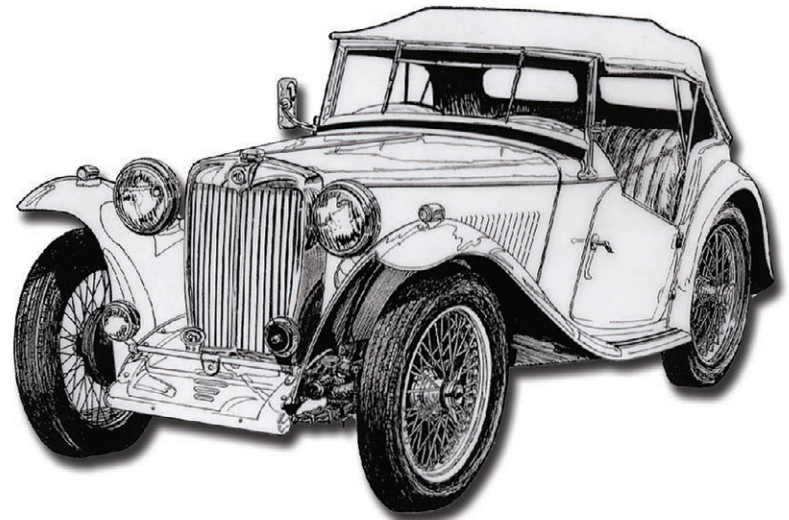


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