



First Class Mail

Note: While most of our members receive the TCMG Classic Chassis in PDF form, we have accommodated some of our members who really like to hold hard copy in their hands while seated in their favorite reading chair. However that means having to go to the print shop and this is not an essential project during COVID-19. So for this issue I will not be printing any hard copy to mail out, but will provide a separate printable version that can be assembled into a booklet if someone wanted to print one out. Note that we do have 3 members who do not have emails to send the PDF, so will print those three out on my home printer. Hopefully we will be in the clear next month. In the mean time please bear with us.

David

TC Motoring Guild CLASSIC CHASSIS

May 2020



We are all hunkered down being socially distant with each other, so what can one do MG wise? You can still go out for a drive on your own,

see below & pages 8-9), you can work on your TC (see pages 10-11), clean your TC, or do jigsaw puzzles (the one above is MG TA related).



Jim Ellis took his TC out to the poppy fields (just a few blocks

from his home) as a solo TCMG Wildflower tour. Looks terrific Jim.



CLASSIC CHASSIS May 2020

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Steve's Thoughts



All gassed up with
nowhere to go. As
we isolate ourselves
to stop the spread of a very
inconsiderate virus, we're left
wondering how to capitalize
on the ample supply of spare
time we now have. For some,
it's catching up on projects
around the house. For others
the projects are in the garage.
And for those in less strict areas,
driving a TC along deserted back
roads is a small silver lining to
all the madness.

Like everyone else, TCMG
has cancelled all upcoming
gatherings for the next couple
of months in order to keep our
members healthy, and to do our
part to end this pandemic as

quickly as possible. With the
bizarre phenomenon of toilet
paper hoarding fading away,
our biggest challenge is now
how to deal with the boredom.
Fortunately we have ways to
entertain ourselves despite club
meetings and events being on
hold. In the pages of Classic
Chassis you'll get to see how
some of our members are getting
along with their projects. And
when you've reached the last
page, you can visit our web site
to discover all kinds of TCMG
history, member biographies and
technical information about our
cars. There is even a section
where you can browse fifteen
years of Classic Chassis back
issues. The site is updated
regularly so you can always find
the latest info.

See our website at <http://www.tcmotoringguild.org>

Keep 'em on the road!

Steve Simmons
TCMG President 2020

How Many Masks Can You Count?

How many masks can you spot throughout
this issue? It started out with just a couple for
fun but then covered everyone's faces except
for Cecil and Stirling (they have passed away
so don't need masks now). There is one on
new member Ralph too, but placed below
his chin so you could see his face. Some are
really small so look hard in the background. I
put in 14 of them so look hard.

Cancelled or Rescheduled



TCMG Fallbrook Double Day has been cancelled for May.



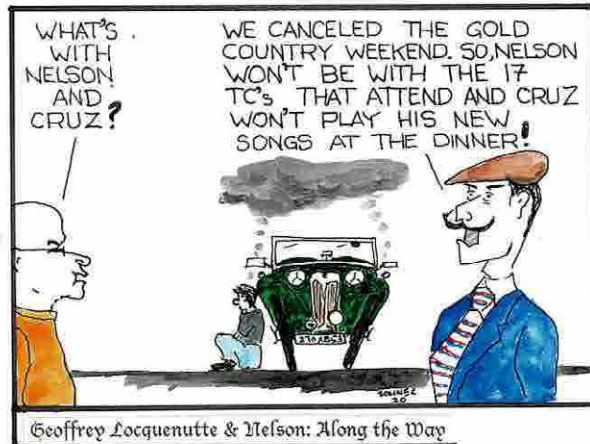
Queen's English Car Show rescheduled to September 27th, 2020



GoF West 2020 rescheduled to summer 2021. Exact dates still being locked in.

The TCMG Autry Museum tour is currently closed for an indefinite amount of time. Therefore our planned tour of the museum on May 30 is on hold until we learn more.

Abingdon Rough Rider events being cancelled too



Geoffrey Locquenutte & Nelson: Along the Way

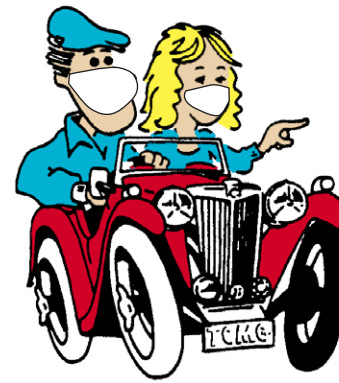
TC Birthdays (Build Dates)

April 21, 1949	TC 8507	James Marsala
April 25, 1949	TC 8533	Larry Pate
April 28, 1949	TC 8567 EXU	Douglas & Marily Smith
April 29, 1948	TC5371	Hema & Janakie Ratnayke
April 29, 1948	TC 5381	Brian & Jane Sonner
May 2, 1949	TC 8580	John Uniack
May 12, 1948	TC 5476	Arthur Lloyd III
May 8, 1947	TC 2735	Richard & Sandra Loe
May 11, 1948	TC6623	Hema & Janakie Ratnayke
May 12, 1948	TC 5464	Rob Zucca
May 12, 1947	TC 8686	Mike & Sharon Bailey
May 13, 1948	TC 5494	Garret & Ambre Hanes



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

May 4, 1937
TA 1282
Alan & Victoria
Campbell
Happy 83rd
Birthday



April General Meeting

Meeting Cancelled due to COVID-19 situation

We decided better to be safe again. Go clean, drive or work on your TC instead and then share the experience in the next newsletter.

March Meeting Minutes

We normally post our monthly meeting minutes, but no March meeting was held due to COVID19. As stated above, April meeting is also cancelled. Will see what May brings. Stay tuned.



Geoffrey Locquenutte & Nelson: Along the Way

FROM THE FRAME UP

Specializing in MG hard to find parts.

"I started my business 10 years ago with the specific intent to improve quality and availability of parts for the TABC enthusiast. Today, FTFU offers an unequalled collection of parts and services. FTFU is working hard to help you keep your car on the road!"

Doug Pelton



Here is what we can do for you!

- **Catalog - 140 pages:** FTFU has most every part for TABC's. Quality items many not available elsewhere.
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Welcome to Our Newest TCMG Members

Welcome



How the TC looked when Ralph bought it, and then laid out to resemble a TC below.



On Facebook you can find Ralph's blog by searching MGTC 4428 Restoration. [facebook.com/MGTC4428](https://www.facebook.com/MGTC4428)

He says it's been quite a trip so far and hoping he can work his way through this darned timber kit before he get any older. Doesn't want to be a TC fail with a beautiful chassis with no body tub, but that's where he is right now. Trouble being there is no one local that's been this route and can help, but will figure it out.

TC has history of being in South African, but have not yet made any connections. but would love to. He knows TC 4427 is there and owned by a Viv James, but haven't made contact there either.



Ralph & Donna Littlefield

124 Old Post Road

Kittery, ME 03904

phone: 207-439-4608 (h)

603-205-5449 (c)

bulldogzoe@comcast.net

1948 TC 4428 XPAG 5104

Shires Green / Apple Green



Rolling chassis and new wood in tub is where the process is at present.



Doug Pelton's TC Drive

GET OUT AND DRIVE

Easter Sunday and no family dinners, so Carol and I packed a picnic lunch and took a nice drive through the eastern Phoenix Valley and ended up at Town Center in Apache Junction. Photos shows the "little red car" with the Superstition Mountains in the background. The Superstitions are famous for the fables Lost Dutchman mine. It was a great day and we did not find the gold.

Doug



More Wildflower Tours



With Jim Ellis getting out to the poppy fields, I decided to go visit some poppies too. While I do not have as many poppies as the California Poppy Preserve, I do have a good amount in our large front yard. So took the TC out for some photos. TC started right up and I drove to one batch and took photos. Started it up again and parked by another batch. OK, time to put old 5108 way so got in and pulled the starter knob. Nothing. Zilch. Pulled again with same results. Not even a hint of trying to crank. I popped the bonnet and checked the battery terminals. Not very clean, but moved both with just a slight rotation on the post to hopefully break loose any corrosion. Another yank on the starter knob and it cranked and fired

right up. Drove back the 1/8th mile to our garage. Guess I better get out the cleaning tools and do a better job now.

David



Ernie Page's Ariel Drive

Because of Covid 19 we have been "self isolating/ in lockdown " for over three weeks now here in Scotland. That has now just been extended for another three weeks. Government now leaking news that lockdown could continue in some form until the end of the year when it is hoped that we will have a vaccine ready.

My ex-Phil Marino TC, is now getting some overdue TLC.

We had intended driving through France to Monaco then back up through Italy and Switzerland this year but Covid19 changed that plan. Maybe next year ??

So I decided to take out my 1913 Ariel TT for a short drive. It is a single speed race model, 500cc belt drive and NO clutch. Quite a rare machine.

You push to start and jump on. When the bike stops, the engine stops, so push again and jump on. I know that a least 3 of them were in the 1913 IOM Senior TT race and I think finished 9th,12th, and 17th.

They are supposed to be able to do between 55 and 60 MPH. Quite fast for a 500cc in 1913.

Regards,

Ernie



Ernie Page on his 1913 Ariel TT



Flag of Scotland

The Restoration of TC9849/EXU

New member Mike Simmons along with son, Steve, picked up a pile of TC parts to restore. Here is the third part of many as they go through the process.

Part Three: The Knuckle Sandwich

With the front end parts painted and ready for assembly, the first order of business was to clean up any machined surfaces by removing any paint or burrs. Careful attention with a file will do the trick in most cases. Light use of a hone or reamer can help for internal areas but care must be taken to not accidentally remove metal.

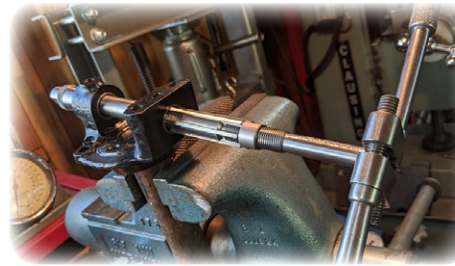
Next, the king pin bushes needed to be pressed out and new ones inserted into the steering knuckles. This job can be done many ways although some of them work better than others. A large vice and appropriately-sized bushing driver (or socket in a pinch) is a fairly common technique. Careful use of a bushing driver and mallet can work if things aren't too tight, although it's a bit hard on the ends

of the bushes. My method of choice is a hydraulic press because it moves in a slow, controlled manner. If the bushing starts to go off kilter, you can ruin it in a hurry. For this reason I like to have a couple extra bushings on hand just in case something goes wrong.

I made a custom tool out of steel rod for pressing bushings in and out, which gives a nice precise fit. With this, the problem of bushings wanting to go crooked has disappeared. When you select your tool size, remember that the bushings are a press fit with about 1-2 thou interference, so the I.D. of a bushing will shrink as you press it in. If the selected tool is too large, it can get stuck and the bushing may be damaged while trying to remove the tool from the bore.

There is a grease hole through the side of the bushing, and this must be aligned with the grease nipple hole in the steering knuckle. Get that lined up before anything else (this is also a good time to clean those threads). Also note that the hole is slightly offset to one side, so it matters which way the bushings is pressed in. Additionally, the grooves inside the bushing, which help distribute grease around the king pin, have a small "exit groove" on one side. The exit grooves should be pointing toward each other, to encourage grease to go into the thrust washer and shims. If your bushings don't have these grooves, it is advisable to make them yourself with a Dremel or a small file. If they are missing the grease holes, drill them. Only half of the bushings we removed had them!

With the pressing done, the bushings must now be reamed to size. A dedicated reamer works best, but doesn't allow for any variance in reproduction king pins so I prefer to use an adjustable reamer. The reamer uses a pilot on one side to ensure the finished hole in the bushings are perfectly aligned with one another. The best results are probably achieved by reaming close to size and then honing to perfection, but I've found reaming



can easily get you to half a thousandth accuracy if you're careful, and that's close enough for me.

The first step in my process is to measure the king pins, and then set the reamer to about 2 thou undersize. The reason for this is that if there is even the tiniest misalignment during reaming, it can translate to a significant margin of error. This can happen most easily while reaming the first bushing. It's also easy to measure the adjustable reamer incorrectly so starting smaller is good insurance. From there, the reamer is increased a bit and run through again. It only takes a few seconds to remove metal, so multiple passes in small increments is the safest bet. After one or two follow-up passes the king pins will be a perfect fit. If not then it's a good



thing you ordered extra bushings (hint). With the king pin inserted, you should be able to rotate it easily by hand and barely detect any play, if at all.

At this point, the knuckle is ready to go onto the axle. The first step is to insert the king pin into the axle eye. It should be a snug fit, pressing in by hand or with gentle taps of a mallet. A bit of oil helps things go together smoothly and prevents rust. If the fit is loose then the axle eyes may be worn or oval and should be inspected or repaired by a professional before proceeding.

Once satisfied with the fit, remove the king

pin, set the thrust washer in the recess of the knuckle, and slip the knuckle over the axle. Then slide the king pin into place. With a feeler gauge, check end float between the steering knuckle and the top of the axle. The factory specifies 0.004" here. Unless you're incredibly lucky, the gap will be much larger than this. Also note that it may loosen a bit in the first few hundred miles as any roughness of the thrust washer or leftover paint wears away, so you can safely set it a hair tight. I usually shoot for .002".

Remove the king pin, insert the appropriate number of shims on top of the axle eye to take up the slack (minus the 4 thou), then grease everything and reassemble. Check end float again and correct if necessary. If all is well, insert the cotter pin through the axle from rear to front, and gently tap in with a hammer while rotating the king pin as necessary to ensure they are flat to one another. Remove the pin and check for any burrs from misalignment. If you find



any, file them smooth and try again. When you're satisfied that everything is lined up correctly, tighten the nut to lock the king pin in place. Install the cap and felt dust seal on top and your knuckle sandwich is complete! Now go do it all again on the other side.

To be continued... *Steve*





THIS IS WHO WE ARE



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Sales Representative

Moss employee since 2008

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Cecil Kimber's Birthday



Cecil Kimber (12 April 1888 – 4 February 1945)

Cecil was a motor car designer, best known for his role in being the driving force behind The M.G. Car Company.

While at Morris Garages he developed a range of special bodies for Morris cars, which were sold under the MG brand, eventually leading in 1928 to the founding of The M.G. Car Company specializing in the production of MG sports cars

Sir Stirling Moss - 1929-2020

Honorary member of the MG Car Club and motor racing legend, Sir Stirling Moss passed away following a long-term illness on April 12. Lady Moss was by his side at Mayfair House until the early hours of Easter morning. Lady Moss said that Sir Stirling “died as he lived, looking wonderful.”

Sir Stirling Moss was an incredibly versatile driver and won 212 of his 529 races in his professional career. Sir Stirling was associated closely with Formula One racing, but in 1957 also secured himself a place in MG history when he smashed the class F (1100 – 1500cc) world land speed record at Utah's Bonneville Salt Flats in the streamlined MG EX181.

Moss beat the previous record set by Goldie Gardner to set the bar at an incredible average over two runs of 245.64 mph.

Although never managing a Formula One World Championship, in 1955 he became the first Englishman to win the British Grand Prix at Aintree ahead of another legend, Juan Manuel Fangio. Fangio was not only his teammate at Mercedes, who Moss joined the same year, but also a friend and mentor.

Sir Stirling Moss' top – level career came to an abrupt and tragic close in 1962 when he crashed at Goodwood in 1962 and was left partially paralysed and in a coma for 6 months.

Following his forced retirement from top-level motorsport, he remained close to motor racing either via his broadcasting commitments or many guest appearances driving or speaking at historic events.

Moss is widely regarded as one of the greatest racing drivers of all time, but more importantly he will be a sadly missed member of the MG Car Club family.



Class F rules stipulated the engine displace between 1.1 and 1.5L. EX181 was a mid-engine machine built purely for speed. The pint-sized engine featured double twin cams and a supercharger, allowing it to reach 290bhp at 7,300rpm.

MG saw the marketing potential of being able to claim that it was the manufacturer of one of the fastest cars in the world at the time.

Club Regalia

TCMG Car Badge	\$25 (\$30 if mailed) members only
TCMG Cloth Patch	\$8 (\$9.50 if mailed) members only
TCMG Lapel Pin	\$3 (\$5 if mailed)
TCMG Lapel Vintage Pin	\$3 (\$5 if mailed)
MG TC Pin & MG Car Club Pin	(inquire)
MG TC Color Specs	\$2 members, \$3 non-members, Postage \$2
TCMG Photo Puzzles	\$15 plus postage (contact Linda for postage cost, design and availability)
Vintage TCMG T-shirts	\$15 for short sleeve, \$18 for long + postage
Modern TCMG T-shirts	\$15 for short sleeve, \$18 for long + postage
TCMG Hoodies	\$30 + postage
TCMG Spark Plug Holder	\$40 + postage

Ball Caps

\$15.00 each, plus postage



TCMG embroidered ball caps are available in two styles – Flex Fit with modern style TCMG logo, and Traditional with Vintage TCMG logo.

Modern Cap Features:

Flex Fit cap with spandex rim band
Modern style TCMG logo on front with our web address on rear
Charcoal Grey with white logo, sizes SM/M or L/XL

Vintage Cap Features:

Vintage 1950's TCMG logo on front and "Est. 1954" on rear
Available in tan with green brim or solid black. (gold color on logos varies slightly between hat colors for best visibility)

Please specify style and color (where applicable) when ordering. Alternate colors may be available upon request. Inquire for details.

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Linda Simmons linda@mnuts.com

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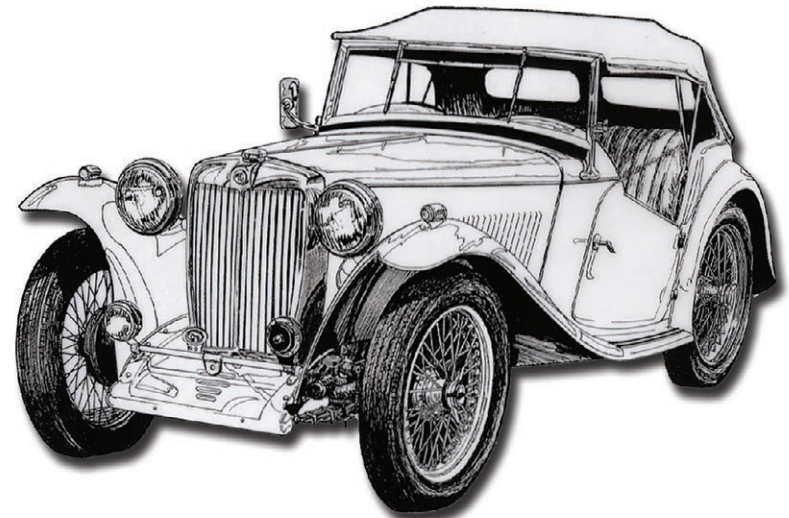
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