



# TC Motoring Guild CLASSIC CHASSIS

*July 2021*



Photo from our 2019 June Picnic/Meeting (before COVID). We will meet in-person again on June 22nd. Hope to see you there with TCs.

**A gentleman does not  
motor about after dark.**

Lucas Electric



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## CLASSIC CHASSIS July 2021

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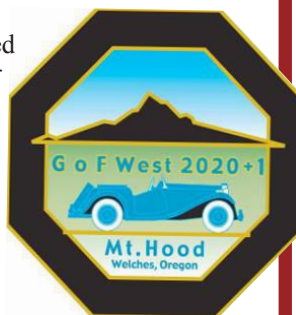
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## GoF West 2020+1 July 26 - July 30, 2021 Mt. Hood Resort, Oregon

For those who registered  
and paid for 2020, your  
fees were transferred to  
2021 and no need to  
re-register.

The committee is  
working hard to make  
this a very safe venue.



Go to the GoF West website for  
more information:

[GoFWest.org/gof-west-2021](http://GoFWest.org/gof-west-2021)



Make a real or simulated journey to  
the meeting in your TC (minimum  
of 10 miles) on the day of the  
meeting and receive Sargent points

**Cindy Henkels**  
726 N. Pasadena Ave, Pasadena

# June 22nd TCMG Meeting 6:45pm Zoom\* Annual Picnic/ Meeting at Henkels

This will be a joint IN PERSON and  
ZOOM Picnic/Meeting to allow everyone  
to attend. Those that are local and feel  
comfortable being together in an outdoor  
setting can do so, plus we will have a  
roaming Zoom camera or phone so you  
can see plus meet most people. Zoom  
stream will end after meeting.

\* Zoom to start at 6:45pm and  
business meeting to start around 7pm  
followed by dinner  
Pacific Daylight Savings Time

Link below is for the Zoom  
meeting on June 22nd  
<https://zoom.us/j/6234447498>

## TCMG Officers and Chairs for 2021

President	Cliff Lemieux . . . . .	805-984-5678	<a href="mailto:lemieux237@aol.com">lemieux237@aol.com</a>
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Director	Rob Zucca . . . . .	805-285-8956	<a href="mailto:cavaddict@hotmail.com">cavaddict@hotmail.com</a>
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	Jan Sorensen . . . . .	805-807-9932	<a href="mailto:janwlv@aol.com">janwlv@aol.com</a>

### From the South

Take I-5 towards Los Angeles  
North onto 110 (Pasadena Fwy)  
Exit at Orange Grove Blvd.  
Left (North) on Orange Grove for 2.5 miles  
Left onto N. Pasadena Ave.

### From the East

Take I-210 West to the 134 and take  
first exit which is Orange Grove.  
Turn right on Orange Grove for about  
half mile.  
Left onto N. Pasadena Ave.

### From the West

Hwy 134 East to Orange Grove Blvd exit.  
Take W. Colorado Blvd and turn left onto  
Orange Grove Blvd.  
Drive .6 mile then left on N. Pasadena



**RSVP only if you are coming in person**  
**Cindy at 626-793-2813 or [chkitty@sbcglobal.net](mailto:chkitty@sbcglobal.net)**

Thank you Cindy  
for setting this up  
and making such  
great treats. 3





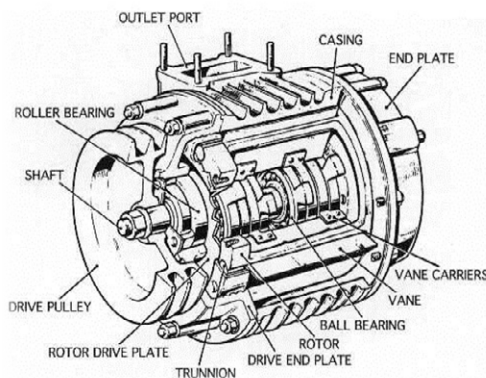
## Shorrock Supercharger Workings

by Kregg Hunsberger

On our Autry Museum tour the discussion turned to Shorrock

Superchargers. The question was what type of supercharger was it, how does it work and why does it always smoke when started? We huddled around a smart phone trying to decipher a ½ inch high drawing of a cutaway. It was completely undecipherable. So having a little time during lunch time at work I did a internet search and found "The A.B.C. of Shorrock Supercharging By Jonathan Peck".

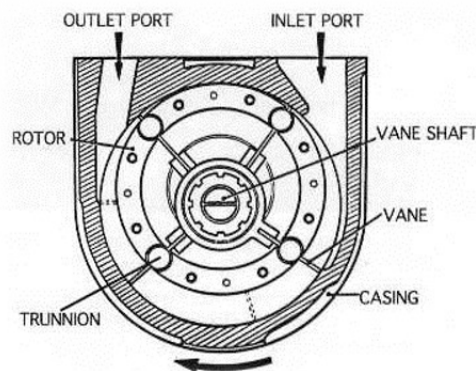
Reading the article on its operation was of little help until finding the blowup of the cross section. The explanation of how it works is as follows.



The supercharger is a positive displacement eccentric-drum-type compressor, employing four vanes. The vanes are mounted radially to the compressor casing, each vane being carried by two ball journals mounted on shafts of ample dimensions, concentric with the outer casing. The vanes are impelled by the internal rotor, which is mounted eccentrically to the outer casing, and through which the vanes pass. The angular motion of the vanes relative to the rotor is accommodated by specially designed 4 trunnions. This construction makes

practical the very fine clearances necessary for high efficiencies, since the vanes being mounted radially to the casing, and anchored by the vane shaft, cannot come into contact with the casing, yet can be run at very high speeds.

It becomes clear when looking at the cross section.



It can be thought of an outer drum. Inside the drum is the primary shaft centered on the drum with vanes that have a small clearance to the outer drum. Around this shaft another drum is mounted offset from the shaft center line and is driven by primary shaft through the movement of the vanes. The vanes extend through this inner drum. The volume between the vanes sweeps the air through the assembly. This produces a near positive displacement pump (a small amount of air is lost through the clearance of parts). The system uses an oil loss system to lubricate the components and has a selectable metering valve to adjust the amount of oil used. They note that smoking on startup is expected and selection of the metering valve can mitigate this characteristic.

For those that want more information, this is a pretty good PDF of the workings and various applications.

[mg-tabc.org/supercharger/Shorrock\\_ABC.pdf](http://mg-tabc.org/supercharger/Shorrock_ABC.pdf)

## Autry Museum Tour

For the fourth month in a row we have met face to face. This month TCMG members went indoors visiting the Autry Museum and having lunch at the Tam 'O Shanter restaurant. Club members explored the displays in the museum, toured through Griffith Park

and ended at our destination in Atwater Village. There were nine participants with two TCs; Kregg Hunsberger's and Richard Loe's.

Sandra Loe

Participants at this event were: Gorden Bundy & June Wennekamp, Kregg Hunsberger (in TC), Richard & Sandra Loe (in TC), Anita Roman and friend Toni, plus Curt & Jan Sorensen. Great weather plus a fabulous lunch was enjoyed by everyone.



photos by Sandra Loe

Thank you to our events chair, Richard Loe, for planning this nice day



# FROM THE FRAME UP

SPECIALIZING IN TABC HARD TO FIND PARTS

 RESTORATION

 PARTS

 SERVICE



## TC Rear Axle Bearing Lock Nut

by Doug Schirripa

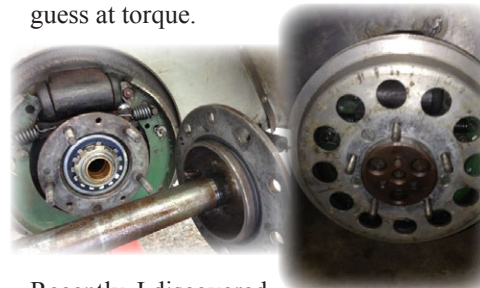


I recently picked up a spare TC rear end housing assembly as the one in my Lester/MG has seen better days. It has developed cracks around the leaf spring perches and has been repaired numerous times, so when this spare appeared, I thought it time to begin the changeover.

Anyone who has removed the rear axles on a TC has had some choice words in removing the bearing retaining lock nuts as they usually look something like this.



By now, I'm sure many have replaced these with the kits currently available which include a seal to help slow the leak, and a major improvement using a conventional hex which is easily removed or tightened with a socket. Unfortunately, on the Lester, there is not enough room to use these as the axles are cutdown Y-Type and the drums are Alfin, so I have cursed these castellated lock nuts for years resorting to a punch, hammer, and a solid guess at torque.



Recently, I discovered that the bearing lock nut from an MGA or early MGB is a better replacement, albeit requires an 8-sided socket.

But this still leaves the issue of removing the original lock nuts from the spare axle housing, and I dreaded resorting back to the hammer and punch.

Then I remembered (which is getting rare lately) picking up a lock nut retaining

socket that was a throw in when I purchased a bunch of 3/4" drive sockets at a swap meet (great for pressing in bearing and such). It was an OTC brand #7270. They said it was for trucks, but free is free.



The next miracle was remembering where I put it, and guessing that there would be grinding, welding and politically incorrect muttering in the near future, as there was no way a random acquisition would be useful as is.

Well imagine my surprise when this tool slipped into that locknut like a dream. Even thought about playing the lottery.

A quick zap with the impact wrench and Bob's your uncle!



A quick search shows these tools (OTC 7270) pop up quite reasonably on eBay.





## TC Fan Blades into the Radiator

As I wrote here in the last issue, I had the fan blades and pump pulley on my TC detach from the pump and go into the radiator. After pulling the radiator, blades and pump out it seems the nut holding the pulley to the pump came loose and finally completely off. I took the radiator to a shop to see if it could be re-cored and the estimate was \$550 (ouch). Seems I could get a brand new radiator from Doug at From the Frame Up (lists for \$636). Doug mentioned he has found that re-coring prices have really gone up so he felt it wiser to just go new. Seems the new ones now are of good quality and fit just fine (which was not the case some years ago). So I bit the bullet and got a new one. Also got a rebuilt pump plus a new pulley. I had a spare set of fan blades already.



I did get one other component at FTFU. I had my original engine, which had been sitting around for 20 years, rebuilt by his engine builder so that is going in with the new radiator too. Rebuild got a little expensive as they found the crank was cracked at the first rod journal, plus found the flywheel also had a crack. The engine had been raced by a previous owner and had lightened the flywheel. Seemed to have cracked where it had been cut away and was thinner.

I'd be working on putting the rebuilt engine and gearbox in right now but need to finish this newsletter first. Hope to have engine in and ready to go in 8 days for the picnic but we will see.

*David Edgar*



Unloading the engine from our SUV

Completely rebuilt engine with .060" over bore, a roller cam (which I picked up a few years ago), brand new crank, new flywheel, all new ARP studs, bolts and nuts inside, adjustable cam sprocket, larger valves. Should note that the roller cam has a longer duration plus higher lift. I am excited to get it going.



## 1933 Scottish Six Days Reliability Trial



### A Sporting Holiday in THE HIGHLANDS



### RULES

OF THE

### Scottish Six Days Reliability Trial

FOR CARS

ORGANISED BY

The Edinburgh and District Motor Club, Limited

Held under the General Competition Rules of the R.A.C. under Restricted Permit No.

May 7th to May 12th, 1934

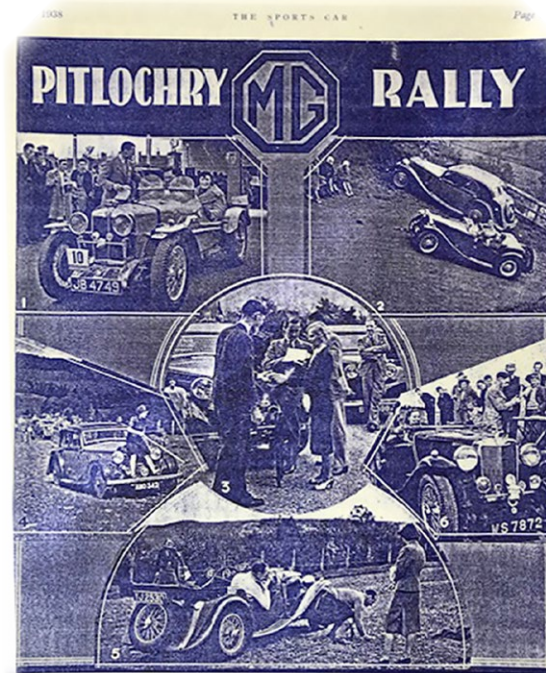
By completing and forwarding the Entry Form (inset) at their earliest convenience, Entrants will facilitate the organising of the Trial.

Secretary—  
H. M. ARNOTT,  
6 CASTLE TERRACE,  
EDINBURGH.

*Sloshing through the water & mud like it is no big deal*

I came across some old MG events in Scotland that may be of interest. 1933 Scottish Six Days Reliability Trial for Cars are these on top. And then the Pitlochry Rally in 1938. The rally seemed to include a gymkhana. These show MGs taken during the events.

*Ernie Page*



Note the lady standing on the front bumper. Caption says she is label-spearing. On the right side of the page from that caption mentions egg-in-spoon race, while bottom mentions paper-bag-bursting.

There was tremendous enthusiasm and a fine turn-out of members when the Scottish Centre of the M.G. Car Club held their Pitlochry Rally over the week-end of May 21-22. Here we show (1) Rex de la Hage starting John L. Miller from Kinrosshire. (2) J. C. Lindsay at the first test with George Tuck as passenger. (3) E. R. Herriot receiving his award from Mrs. Stewart. (4) Mrs. Robert Bay label-spearing in the gymkhana. (5) J. C. Hanson in the egg-and-spoon race. (6) T. W. Stewart in the paper-bag-bursting test.





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## BRITISH SLANG LESSONS by Curt

**British**

**English**

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=

Lawyer

Brolly

=

Umbrella

## TC Birthdays (Build Dates)

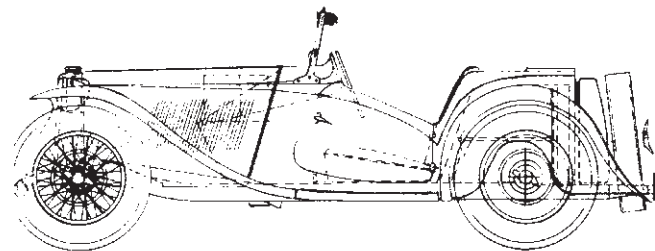
June 24, 1948	TC 5835	Bruce & Marlene Larson
June 24, 1948	TC 5850	Doug Pulver
June 25, 1948	TC 5956	Edwin Pohle
June 30, 1948	TC 5890	Pete & Fran Thelander
July 7, 1948	TC 5964	Bob & Judi Eicher
July 7, 1948	TC 5970	Richard & Sandra Loe
July 8, 1948	TC 5994	Warren & Deborah Kosters
July 9, 1948	TC 6447	Doug & Laura Schirripa
July 13, 1948	TC 6013	Mark & Carol Beveridge

Happy 73rd Birthdays



**Happy 72nd, 73rd  
& 74th Birthdays**

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



## New vs Old TC Radiator



Here is a photo showing new and old radiators. Damage caused by a \$1 nut that holds the pulley to the water pump and came loose and then off. About \$1000 for a new radiator, rebuilt pump, and new pulley.

*David Edgar, TC 5108*



## May 25, 2021 TCMG Meeting Minutes

The meeting was called to order by President Cliff Lemieux at 6:12 PM who welcomed everyone, especially those that have not attended one of our Zoom meetings previously.

Secretary Sandra Loe reported that there was no mail this month and submitted the minutes from the April meeting as printed in the newsletter. The minutes were accepted with no corrections or additions.

Treasurer Joyce Edgar shared that the club has money in the bank, that a Treasurer's Report was sent to the board before the meeting, and offered to send a PDF to anyone requesting it. We have two new members (Richard & Judy Fritz and Daniel Harrison) for a total of 104 members.

Cliff and Joyce reviewed the schedule of coming programs:

May - GoF West, past & future

June - Henkels Picnic

July - Putting it All Together by Cliff Lemieux

August - Last Years of Abingdon by John Bowyer

September - TA restoration by Allan Chalmers

October - "Eclipse Chasing: Astronomy based travelogue" with the commentary that it would be Something Out of this World for Halloween by Mike Simmons

November - Eight Cylinders in a Coffin or What's different about this unique TC by Kregg Hunsberger

December - Holiday/Annual Meeting - tentative

Cliff suggested we move the July and November meetings a week earlier so as not to coincide with GoF and Thanksgiving respectively. There was no objection, therefore both meetings will be the third Tuesday of the month (July 20th and November 16th).

Cliff also initiated a discussion on returning to "face to face" meetings. There was concern that the church has WiFi for having Zoom available for out of the area members and adequate ventilation for those coming together at the church.

Events Chair Richard Loe reviewed the events schedule:

June 5th - trip to Autry Museum and lunch at the Tam 'O Shanter

July 26-29 - GoF West in Welches, Oregon

August 14th - Einhorn Chicago Hot Dog Party

September - tentative Reagan Library tour lead by member Rob Zucca

October 2-4 - Conclave in Cambria - the cut off for room reservations is July 15th

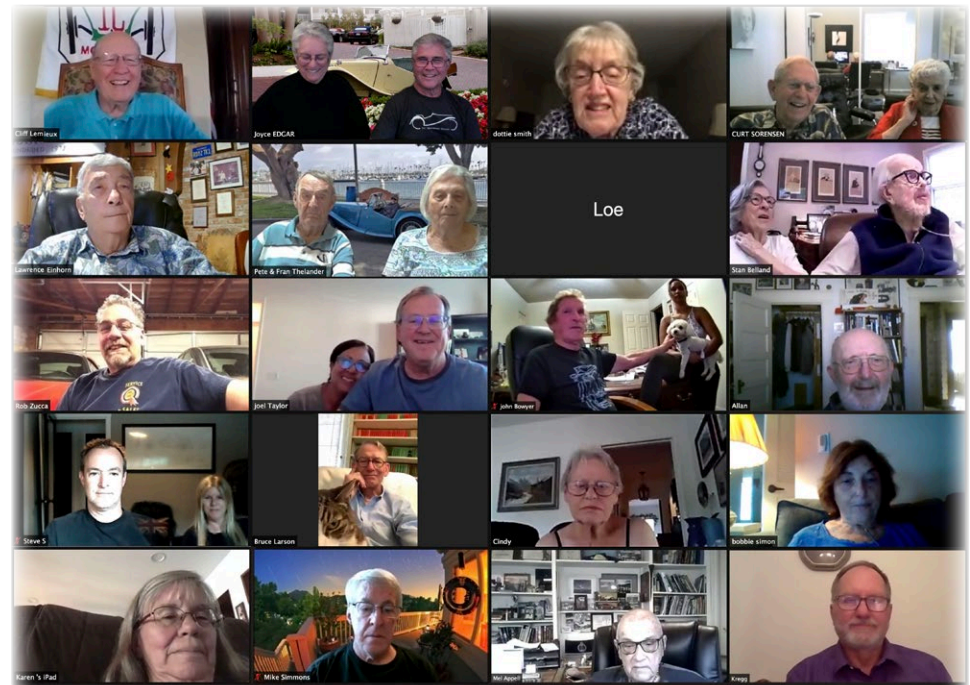
David Edgar offered to send a PDF copy of the updated roster to members that request it.

The meeting was adjourned at 6:49 PM.

Respectfully Submitted,

*Sandra Loe*

*Those that drove at least 10 miles in their TC the day of the meeting were: Richard & Sandra Loe, Steve & Linda Simmons, Cliff Lemieux, Kregg Hunsberger. Each earned one more Sargent Point.*



Those in attendance at our May meeting.

Top row - Cliff Lemieux, David & Joyce Edgar, Dottie Smith (NH), Curt & Jan Sorensen

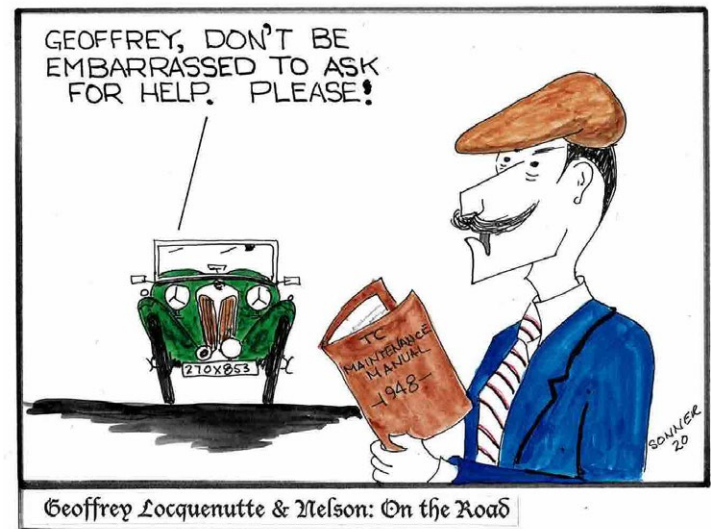
2nd row - Larry Einhorn (Kay off screen), Pete & Fran Thelander, Richard & Sandra Loe (no video), Stan & Esther Belland

3rd row - Rob Zucca, Joel & Sylvia Taylor (NV), John & Georgia Bowyer (TX), Allan Chalmers (Linda off screen)

4th row - Steve & Linda Simmons, Bruce Larson, Cindy Henkels, Bobbie Simon

5th row - Karen Olson, Mike Simmons, Mel Appell, Kregg Hunsberger

6th row - Don McLish (no video)





## Long Time TCMG TC For Sale

After 33 fond years, Mimi and I realized our '48 TC isn't getting too old for us: we're getting too old for it.

It's not a show car, it's a venerable driver (original factory black paint) but with redone interior and top by Joe Namnam (Jaguar biscuit leather) and matching carpets by Little John, new chrome, rebuilt wheels (stainless spokes, powder coated silver-grey rims and hubs) with five new Blockley tyers. It's cosmetic appearance is top-notch, (except for weathered driver's door and bonnet top).



In order to keep up with today's traffic, I built a second engine: late parts, bored and sleeved to 1500cc, reusing only the original crank and rods (the testing lab said they're fine). With 9:1 compression, a stock late cam and many improvements to reduce parasite drag, and to improve safety (Datsun 240Z finned drums.) It is quite quick.

Included are the original engine parts, MG manuals, and onboard tools. \$29,000 fob Newport Beach

Gordon Glass 949-644-1954  
ghgmlg@yaloo.com



## Club Regalia

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

See our website for other items  
[tcmotoringguild.org/regalia/](http://tcmotoringguild.org/regalia/)

### REGALIA CHAIR

Linda Simmons [linda@mgnuts.com](mailto:linda@mgnuts.com)

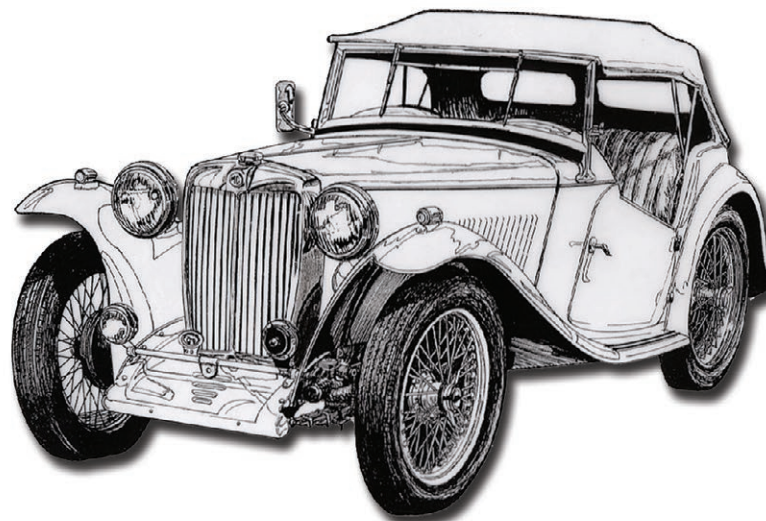
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