



# TC Motoring Guild **CLASSIC CHASSIS**

**May 2023**



***Drive them till the  
roads wear out***



**2023 Wildflower  
Tour**



## CLASSIC CHASSIS May 2023

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**June 20-22, 2023**  
**South Bend, IN**

[GoF2023.com](http://GoF2023.com)



**Oct 16-20, 2023**  
**Carlsbad, CA**

[GoFWest.org](http://GoFWest.org)

## *TCMG Officers and Chairs for 2023*

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Regalia	Linda
Sunshine	Bobbie Simon
	Jan Sorensen

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# Rob's Ramblings



## We're Lucky I guess

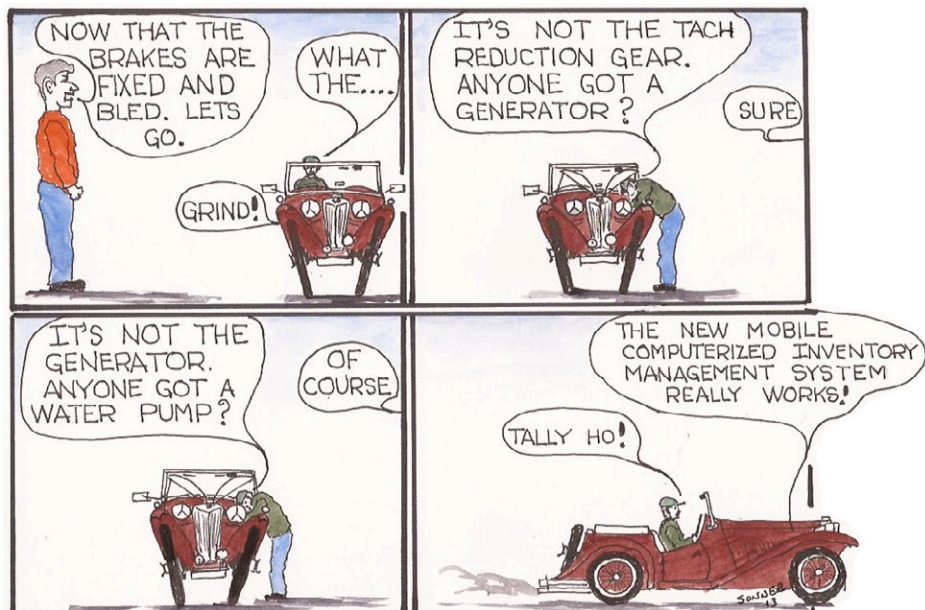
Well...our cars are anyway. Recently a well known MGA supplier passed away. He offered high quality parts and was the sole source for many next to impossible to find. His business was purchased and hopefully the new owner will continue to offer the same quality parts. Last year I had my TC wheels serviced by Pico Wire Wheel right here in Camarillo...how convenient.... Pico has been around since 1920 and the owner is now the sole employee and about ready to retire. Sure there's other wire wheel specialists around, but not with his experience. He told me he had been training his nephew to take over the business, but it didn't work out. Hopefully someone will continue the

business. Then there's Valley Friction for brakes and clutches. They closed up last year after being around since I was a kid. Let's not even mention radiator shops.

This got me thinking that we're actually pretty lucky to still have the old standbys like Moss, Abingdon Spares, specialists like Rob at British Vacuum Unit, Jeff at Advance Distributor, and a few suppliers of tapered axles for our archaic cars. There's also Butch Taras and Jerry Felper. Tom Lange supplying core plugs that fit along with stainless thermostat housings. Let's also not forget Doug Pelton and Derek at From The Frame Up. And thankfully many more. Let's continue to support them and hope they're around for the next generation.

*Rob Zucca*

Rob Zucca  
TCMG President 2023





480-588-8185 [WWW.FROMTHEFRAMEUP.COM](http://WWW.FROMTHEFRAMEUP.COM)

# *FROM THE FRAME UP*

*SPECIALIZING IN TABC HARD TO FIND PARTS*

 RESTORATION

 PARTS

 SERVICE





## Previous Owner Goofs

The evening's program will be a collection of photos and stories from our members called "Things I wish the previous owner hadn't done".



# Tuesday, April 25th



## 6:00pm\*

I sure wish the previous owner had not removed the engine.



*Link below is for the Zoom meeting on April 25th*  
[zoom.us/j/82876836593](https://zoom.us/j/82876836593)

\* Pacific Daylight Time Meeting to start at 6pm but Zoom should open up about 5:45pm to visit.

Drive your TC at least 10 miles on April 25th and earn a Sargent point for a simulated drive to the meeting. Report your drive at the meeting to get credit.

## TC Birthdays (Build Dates)

March 24, 1948	TC 5120	Jim Yergin
April 21, 1949	TC 8507	James Marsala
April 26, 1949	TC 8533	Larry Pate
April 28, 1949	TC 8567 EXU	Douglas & Marilyn Smith
April 29, 1949	TC 5381	Brian & Jane Sonner
May 2, 1949	TC 8580	John Uniack
May 2, 1949	TC 8583	Robert & Susan Doudrick
May 4, 1937	TA 1282	Alan & Victoria Campbell
May 8, 1947	TC 2735	Richard & Sandra Loe
May 12, 1948	TC 5464	Rob Zucca & Carol Sorensen
May 12, 1949	TC 8686	Mike & Sharon Bailey
May 13, 1948	TC 5494	Garret & Ambre Hanes



*Build dates listed are when the TCs were assigned a number and started down the assembly line.*

**Happy 74th, 75th,  
76th & 86th  
Birthdays**



## 75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!" What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



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## BRITISH SLANG LESSONS by Curt

British

English

Gander	=	Take a look
Knackered	=	Exhausted



# March DIY 100 Tour

For Sargent Points all you had to do was drive your TC ten miles & photograph it with something representing 100



David Edgar said there are approximately 100 poppies here (probably 100 weeds too). Also drove 100 tenths of a mile (10 miles) & achieved 100 MPH (MPH is Miles Per Half-day or 8.3333 Miles Per Hour)

Doug & Laura Schirripa sent photos of the "hundreds" of entries of early MG's at Auckland's Brit & Euro Classic Car Show



Richard & Sandra Loe shows their TA surrounded by 100 daffodils & 100 bare trees



Rob Zucca put in 100 cents of petrol into his TC to do the DIY tour

Steve & Linda Simmons found another building with 100 on it

More DIY photos on page 16 of the PDF version of the newsletter



Cliff Lemieux rushed out for a quick drive during a sunshine break in an otherwise rainy week and found this 100



# Wildflower Tour

22 members and guests driving 7 TCs took part in the 2023 Joe Douglass Memorial Wildflower Tour. TCs were driven by Edgar, Lemieux, Loe, Simmons, Zucca, Mathison, Ellis and Hughes (display only, not driven). Thanks to Michael & Wanda Hughes for opening up their garages and yard for a picnic lunch and garage tour!



*Six TCs at the meeting spot in Granada Hills*



*Beautiful winding roads on the way to "The Poppies" and picked up one more TC along the way*



*Poppies everywhere*



*TC beauties among the beauties.*





*Perfect lunch spot at the  
Michael & Wanda Hughes' home*

*The Einhorn  
Trio*



*Picking out some of Linda's  
famous cookies*



*Enjoyed seeing  
Michael's seven  
months of  
progress on his  
TC. Shooting  
to complete in  
another month.*



*Photos by  
Steve Simmons  
& David Edgar*



## ***“Might As Well” - Misson Creep in a 1948 TC***

I noticed a bit of stumbling in my 1948 TC #6110, formerly owned by Barney Jackson, but didn't think too much of it at first. Things got worse suddenly, though, when one cylinder seemed to stop firing altogether. I was heading home but decided I'd better go straight to Steve's house to check out the problem. Steve (who did all the work described here) found it was low on coolant so he poured in some water as I started it up, resulting in a geyser worthy of Yellowstone. With steam coming out of the tail pipe and small leaks in the exhaust gasket, the coolant was clearly going through a cylinder. The oil was drained and there was just enough water in it to account for the missing coolant.



Off came the head, and a half-inch of water was found in the #3 cylinder. That piston was really shiny after the steam cleaning! The head gasket, oddly, didn't look blown but there was an unusual indentation



between the #3 cylinder and a water jacket. The head nuts didn't seem tight enough, and the head seemed a bit loose. The engine might have been rebuilt but the head bolts not retorqued yet, or the bad studs were the cause. It's just one of those things that might happen when you buy someone else's stalled project.

But there was another problem. The head studs were wobbling around in the block. The threads on the studs were so worn that several of them wobbled back and forth at least 1/4" even when threaded all the way down. So new studs were ordered from ARP but they wouldn't go in because of excess gunk and corrosion in the block threads. After chasing the threads to clean them, the original studs were even looser than before. With the new studs installed, the head was replaced with a new head gasket and the job was done. Or so we thought.



Steve noticed that half of the push rods had loose ends. That could explain the excessive ticking I heard when driving it, beyond normal tappet noise. So new push rods were ordered. Then Steve noticed that the 1500 XPEG engine had 1250 XPAG intake and exhaust manifolds. I decided to replace them with the proper parts while they were off anyway, the first of several “At this point, we might as well ...” to come.



With the engine partly out and the car taking up space in Steve's garage waiting for parts anyway, he decided he *might as well* pull the whole thing and replace the gearbox with one recently received from another TCMG member.



The original sounded like a rock tumbler on overdrive. And we *might as well* replace the engine and gearbox mounts while we're at it. The replacement gearbox needed new gaskets and seals. And we *might as well* replace the speedometer pinion housing to

stop one of many leaks. When the speedometer cable was disconnected it spilled enough gear oil to make a 12" puddle under the car, so that was really needed and the upgraded housing should avoid any recurrence.

The gearbox tunnel cover was split so we *might as well* replace that. There was also some play in the front u-joint, so that needs to be replaced. Since the drive shaft has to come out, as well as the gearbox, we *might as well* make it easier by removing the floorboards and prop shaft tunnel. That led to discovering a broken tunnel mount that will need to be welded back in place. With the driveshaft off, we *might as well* install a differential cap seal to stem yet another leak.

Now that the engine was out, we *might as well* inspect the clutch, which showed

enough wear to replace it, along with the throw out bearing. While the clutch is off, we *might as well* put in a new pilot bearing. And since we've gone this far, we *might as well* pull the oil pan to clean out any remaining water. I'd always noticed an odd knocking sound that might have been piston slap (because we didn't want to admit it might be a rod bearing) so since we've gotten this far in, we *might as well* check them. Thankfully, the rod bearings were fine, and there was no sign of piston slap. *Might as well* check the camshaft, and it seemed OK but the #6 lifter did not, with a big dish in the middle, so it's time for a new camshaft, tappets, and pushrods. *Might as well* replace the cam bearings, too.

Installing the new cam led to a problem that required removing the flywheel, so I thought I *might as well* get it lightened and balanced. With the oil pan off, we *might as well* replace the front seal, and *might as well* get a modern rubber one to replace the old rope seal.

Steve moved the clutch shaft and fork from the old gearbox to the replacement gearbox, which was missing those parts. The bushings in the new bell housing were bad, so those were replaced as well. I'm sure there was more done but I've lost track. Or maybe I just don't want to think about it.

The TC is going back together now after two months during which it was mostly disassembled. It all started with a head gasket. *Might as well* write up a report about it for the newsletter.



*Mike Simmons*

## March 28th, TCMG Meeting Minutes

President Rob Zucca called the meeting to order at 6:14 PM PDT.

We visited briefly with Ernie Page and the Thelander's. They were going to a VMG meeting and were not able to participate in our meeting. It was good to see Ernie and he said he and Elizabeth were planning to attend GoF West.

Joyce Edgar reported the mail that has been received since last meeting was membership renewals and the current Safety Fast magazine.

During the Treasurer's report, Joyce told us we have sufficient funds in the bank and 96 members have renewed their memberships. She noted we now have several second-generation members including the children of Mark Acosta, Gene Wescott and Bob Wilmer. Patty McLish and Arn Douglass have been contacted and expressed interest in joining, but have not followed through. Additionally, Gregg Hunsberger and Jim Ellis now have their father's TC's.

Secretary Richard Loe said the minutes for the previous meeting were published in the April newsletter. He asked if there were any suggested additions or corrections. None were expressed. The members in attendance voted to accept the February 28, 2023, meeting minutes as published.

Curt Sorensen talked about confirmed upcoming programs. He told us tonight's program will be presented by Charley Williams on the construction of a ski lift at Mt. Shasta. The April program will be a member participation program with members talking about the modifications which had been done to their TCs by prior owners which the current owner wishes hadn't been done. The May program will be on genealogy, presented by Cliff Lemieux. The June meeting will be the annual picnic and not have a program. The December meeting will be the Holiday

party with no formal program. There followed a discussion of possible future programs. Steve and Linda Simmons asked if the club would want to have the annual picnic at their home. By vote of the members present, it was decided the annual picnic will be at the Simmons house. The date and time remain to be determined, but it will likely be on a Saturday.

Thank you Simmons.

Events Chair Steve Simmons told us the Joe Douglass Memorial Wildflower Tour will likely be the second weekend of April. He is monitoring the blooms with the aid of member Mike Hughes who lives in Antelope Valley very close to the location we traditionally visit to view the wildflowers. Joyce announced there will be a "Rolling British Car Day" tour to Julian (not a TCMG event) on April 29, and Cliff mentioned he is signed up for the Queen's English British Car Show (not a TCMG event) which will be at Woodley Park on April 23.

There was no Old Business.

Under New Business, Joyce reminded us of the upcoming Gathering of the Faithful West and said she was hoping for additional participation by TCMG members. She informed us there will be a paper MG model contest at GoF sponsored by Moss Motors.

Six members participated in the March DIY tour: Edgar, Lemieux, Loe, Schirripa, Simmons, and Zucca.

The meeting was adjourned at 7:06 PM.

Respectfully submitted,

*Richard Loe*

Richard Loe, 2023 Secretary





Top row:

Alan Chalmers, David Edgar\*, Joel Taylor (NV), Charley Williams

2nd row:

Ernie Page, Kregg Hunsberger, Richard & Sandra Loe (MO) \*, Dottie Smith, (NH)

3rd row:

Cliff Lemieux\*, Joyce Edgar, Mike Simmons, Rob Zucca

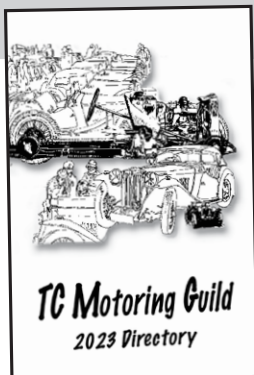
4th row:

Doug Schirripa, Mike Hughes, Steve & Linda Simmons\*, Curt & Jan Sorensen

5th row:

Mel Appell, Pete & Fran Thelander, Karen Olson

At our Zoom meeting, 23 were in attendance (representing 19 memberships). Four drove their TCs that day to simulate a drive to the meeting, got Sargent Points and are marked with \*.



## TCMG Directory

The new 2023 TCMG Directory should be arriving in your mail box next week. A PDF version was sent out via email and of course we got quite a few changes so printed copy will be delayed.

## TCs For Sale

1948 TC 6439 XPAG 4395  
818-523-3788 (Diane's cell) Call or text

Ron states it has a great engine (does not consume oil), has good paint & chrome, wood dash, has the flat face bulb headlamps (tripods from a Jag), yellow with maroon upholstery. Side curtains included (but must change side mirrors to TC style old ones). Ron prefers the later mirrors which are on there now. Has a new top but top bow has different curvature which needs fitting to get both sides to seal.

Mike Goodman said it looks like a 1500cc engine but that is not confirmed. Transmission needs



synchro gears. Clutch is good but it chatters when engaging in reverse when backing up. Tires are good but old.

1948 TC 5700 with 1500 conversion.  
It needed some minor repairs before and believe all have now been addressed.

Gordon & Mimi Glass  
949-644-1954  
or ghgmlg@yahoo.com



## Club Regalia

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

**\$15.00 each, plus postage**



TCMG Spark Plug Holders

### REGALIA CHAIR

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

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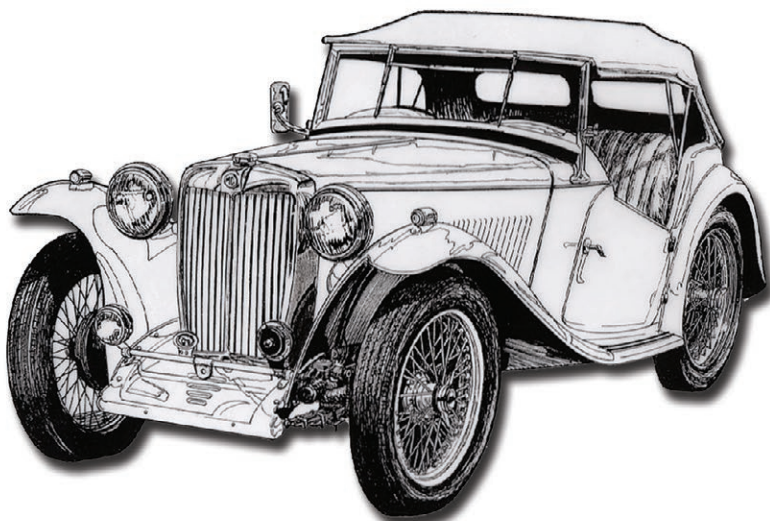


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*More of the "hundreds" of entries of early MG's at Auckland's Brit & Euro Classic Car Show sent in by Doug & Laura Schirripa*



*The Loe's TA by an over 100 year old bank building*



*Sandra Loe celebrates killing 100 variety of insects because she says "Bugs eat me"*

