



TC Motoring Guild CLASSIC CHASSIS

*July
2019*



Cliff Lemieux was far enough along on his TC restoration that he took it on a 100 mile round trip to our May meeting. Ran like a charm. His friend and restoration helper, Bill Brown, rode shotgun. TC was gorgeous.



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CLASSIC CHASSIS July 2019

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Sandra Says



Average cost of everyday items:

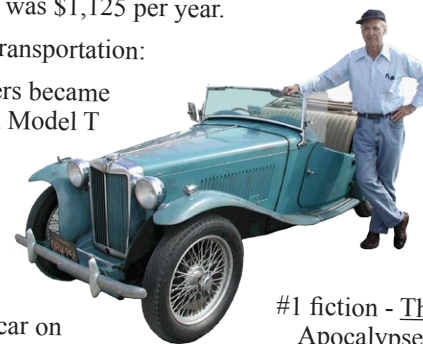
- New car - \$826
- House - 7 room house with electricity \$5,500
- 1st class travel - 3 cents
- Sewing machine - \$28
- Package of chewing gum - 5 cents
- Gallon of gas - 25 cents
- Gas tax - Oregon adopted the 1st gas tax in nation, 1 cent per gallon.

Inventions:

- Rotary dial phone 1st installed in Norfolk, VA
- Pop up toaster
- Short wave radio
- Arc welder
- Pogo stick
- Blender

Some new words added to the dictionary:

- Air freight
- Bagel
- Naugahyde
- Payphone
- Recharge
- Semi-trailer
- Supercharge



We are on the cusp of a TCMG "momentous occasion", long time member Joe Douglass' 100th birthday on July 14th. So what was the world like in 1919?

Woodrow Wilson was President of the U.S.

Two new amendments were made to the constitution:

- 18th - prohibition
- 19th - guaranteeing vote for women

Average income was \$1,125 per year.

In the world of transportation:

- Electric starters became available on Model T Fords.
- General Motors & DuPont introduced the concept of buying a car on credit.
- Edsel Ford becomes president of Ford Motor Co.
- 1,651,625 cars were produced with 50% of all U.S. production being Fords.
- Indy 500 winner Howdy Wilcox averaged 88 mph.
- Indy 500 - Rene Thomas was 1st driver to break 100 mph.
- 1st three color stop light was installed in Detroit, MI.

#1 fiction - The Four Horseman of the Apocalypse

Top grossing film - *The Miracle Man* with Lon Chaney grossed \$3,000,000

Most popular names - John & Mary

Interesting! I hope to see many of you at our celebration of Joe's birth on June 28th. A big thanks to Larry Einhorn for leading the charge to ensure this "momentous occasion" is observed with great fanfare.

Sandra Loe
TCMG President 2019

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.
- **Full restoration service:** We take it to the frame and rebuild each component to "like new" condition. Call to reserve a spot.
- **Tub rebuild:** We can build a new body for you and/or supply wood, components and technical help for you to do the same.
- **Component Repair:** FTFU can rebuild any major component that may require special tools or expertise. Instruments, dash board, shocks, stub axles & bushings, wiper motors, horns, headlamps; engines, oil pump, rocker arms, gearbox, differential, steering box, ID plates, and more.

Give us a call, we do it all!



Visit our web for valuable tech tips and videos.

www.FromTheFrameUp.com
480-588-8185

GoF West 2019

August 12-16, 2019

Prescott, AZ

\$55.00 registration
In Spirit \$25.00

Prescott Resort and Conference Center
More information and registration forms can be found at: GoFWest.org



*Bring your own picnic supper...
Dessert and coffee
will be provided by Cindy.*

Tuesday, June 25th

7:00 PM

21st Annual Picnic/Meeting Night at Henkels

The much anticipated Summer Picnic Meeting is here! Dine under the stars at this annual favorite. Those driving TCs or equally interesting classics get preferred parking in the driveway.

**Held at the home of
Cindy Henkels
726 N. Pasadena Ave,
Pasadena, CA**

RSVP only if you are coming

Cindy at 626-793-2813 or chkitty@sbcglobal.net

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



**Note time and location
changes from our
regular meetings**

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

COVER THE FLOOR OF YOUR
CAR WITH

'KAR-VEL'

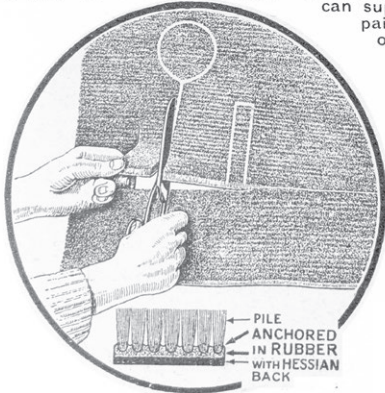
Registered Trade Mark

THE CARPET THAT OUTLASTS ALL OTHERS

"KAR-VEL" is far more durable than other Carpets, because its pile is securely anchored in a rubber foundation, which is then vulcanized, forming a UNIT fabric. It is fumeproof, draught-proof, and needs no binding.

"KAR-VEL" was adopted, after stringent tests, as standard equipment by the makers of AUSTIN, M.G., MORRIS, RILEY, VAUXHALL and WOLSELEY CARS. Could one wish for greater commendation than this?

If your car is not fitted with "KAR-VEL," your Garage can supply you. With a pair of scissors, you or your Garage can cut and fit it. Remember, it needs no binding.



11/9
PER YARD

40 inches wide.
Choice of 9 colours.

If your Garage requires assistance, write to

S. R. HOLBROOK, GROSVENOR RD., COVENTRY
MANUFACTURERS :-CROSSLEYS, HALIFAX.

These two advertisements are from May 1939 issues of The Motor and Autocar. They indicate the Kar-Vel carpet is the choice of the MG company for their cars.

Thanks to TCMG member Tom Wilson for sending these to share.

Note: Tom Wilson has an upholstery business that specializes in high quality interior products for classic MGs. Business name is Kimber Creek LTD. in Indiana. He does not advertise and has enough business by word of mouth so far.

KimberCreekLTD@gmail.com

Doug Pelton's **From the Frame Up** works with Tom and can get you what you need as well (ad on page 4).

MG Racing Video on YouTube



Tom Wilson also sent a YouTube link on The Magic Midget - MG Racing History. Begins back in the 1930's, describing MG as a British sports car manufacturer founded in the 1920s by Cecil Kimber. Best known for its two-seat open sports cars, MG also produced saloons and coupés. Like many manufacturers, MG

went racing to generate publicity and to show off its performance abilities, which is what the video is mostly about. Lots of vintage racing footage.

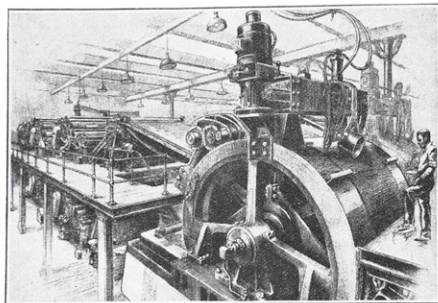
<https://www.youtube.com/watch?v=UtybhNNCDY>

Thanks, Tom for sharing

Advertisements

The Autocar

MAY 26TH, 1939



The Massive Plant on which Crossleys produce

'KAR-VEL'
Registered Trade Mark

THE MOTOR-CAR CARPETING OF THE PRESENT AND THE FUTURE

The face pile is securely anchored in resilient rubber base, vulcanised, the whole forming a consolidated UNIT fabric, thus increasing durability infinitely.

After stringent tests, KAR-VEL has been adopted as standard equipment by leading Motor Car Manufacturers, including Austin, Morris, M.G., Riley, Vauxhall, and Wolseley.

KAR-VEL cannot fray, thus needs no binding; pile will not "fluff"; is draught-proof and fume-proof. If your Car is not fitted with KAR-VEL, ask your Garage about it. They will supply you. They, or you, can shape and fit it by use of scissors without difficulty. Available in nine attractive colours. Price 11/9 per yard, 40" wide.

Manufactured by JOHN CROSSLEY & SONS LTD., HALIFAX

County Fair TC Steering Wheel Winner



While visiting the San Diego County Fair, Joyce spotted what looked like a wood rimmed TC steering wheel with a blue first place ribbon in the wood crafts area. It was displayed by Jordan Moote. Some of you will remember Alan Moote, a TCMG member until his untimely passing in 2012. Jordan is his grandson.

Alan's son Scott inherited the red TC not even knowing how to start it. He joined the club, but living far from club activities and busy with a young family, didn't keep up the membership. Jordan restored the original steering wheel and has learned to drive the TC. Alan would be proud of how Scott is instilling TC love in all three of his sons.



Tony Henkels' Profile

Originally printed in the Sept/Oct 1991 issue of the Classic Chassis and happy to reprint again here. Sadly, Tony passed away in September 2015.

I was raised in Pasadena on Pasadena Avenue, moving there when I was three years old. I was born 2nd in a family of 15 children. Needless to say there was always someone to talk to. My father worked at Fox Studios and always had interesting stories to tell at the busy dinner table.

I got my first car when I was 16. It was a 1923 Model T Ford Touring and I learned about cars by overhauling the engine and transmission.

My second car was a 1928 Lincoln Dual-Cowl Phaeton which I restored from the ground up in my backyard under a Pepper tree and spent many happy years showing it at classic car shows around the state. I made many friends that I have to this day, among them is Jack Nethercutt. As a teenager, I went to work for Arthur Sparks, Sr. at Forged True Pistons and learned a lot about racing engines and tool and die designing. Art's car won the Indy 500 in 1946 (see Road & Track, May 1991 article on Art Sparks' racing career).

I had always liked the MGs and enjoyed their class at the car shows. The Orello 1948 MGTC that I ended up with was first sold in Pasadena to a friend of mine. Before I bought it, it was pretty well used. The original owner was a nature lover who often went to the mountains in his TC. To keep from getting stuck in the sand, he put Dunlop motorcycle **8** knobby tires on the rear (this car

really got around). Finally, in 1962 he retired the car for 9 years and in 1971, in need of some cash, he asked if I would like to buy the TC for \$1000. I gladly did so and today am a proud owner. After I bought it, I drove it for about a year off and on. I then retired the car in 1972 to start work on it, but instead began restoration on a 1930 Lincoln Sedan for a friend. We didn't finish the Lincoln until 1978 because I was also working on my house and, of course, worked full time. In between everything else, I did some work on a P3 Rolls Royce plus some Rolls Royce interior woodwork.

Finally, in 1979, I began working on the TC and finished in 1984. I first stripped the car down and reinforced the woodwork on the body and replaced the rear panel. All the chrome was reworked by myself at home before going to the platers. If this isn't done properly, it is possible the platers will warp the windshield brackets, so I always do it myself (Mike Goodman helped me



Tony's Orillo TC which was very distinctive

with the wiring). When I started on the engine, I removed the strut supports from the intake which increased air flow at least 20%. Years ago in 1954, I worked at Harmon & Collins Camshaft Co. on port air flow so I changed the MG head because I wanted to get better performance.

After all the mechanical restoration was finished, I was a little stuck on picking a non-original color. I wanted to do something different. One day while at Jack Nethercutt's they were painting a 1934 Packard. The color was an orangish-yellow which they called "Orello." I saw that color and said, "This is it!" I asked J.B. for the color match and finished up the paint job myself (as with my 1928 Lincoln, I do all my painting at home). This was definitely an original color on an MGTC. Just what I wanted. In 1984 I commissioned an oil painting of the car sitting in front of a Morris Pub in England.

I have now begun work on a 1949 MGTC, but sorry, folks, this one is going to be black with tan interior no offbeat colors this time. I hope to finish the car around Christmas (give or take a few months). It will be a "ground up"

restoration, so who knows how long it will take. It needs re-engineering on the brake system and gas tank sender screws need special O-rating seals to keep it from leaking on the tank, etc. Since I am also working on my 1954 jaguar XK120 Roadster, I have to divide my time. The Jaguar will be white with red interior.

Enough of cars, we have to have a little food now and then. I make super MG meatballs with a little bit of everything and a real blown out Jaguar Meatloaf, and don't forget the radiator-steamed vegetables. Sounds good, doesn't it?

Along with cooking, I also enjoy restoring early Schwinn balloon tire bicycles. They're a blast to ride around town.

Well, I've talked enough. It's a sunny day and the TC is calling. See ya later.

Tony

Tony with family



BRITISH SLANG LESSONS by Curt

<i>British</i>	=	<i>English</i>
<i>Roundabout</i>	=	<i>Rotary</i>
<i>Car Park</i>	=	<i>Parking Lot</i>

Joe Douglass' 100th Birthday



Our TCMG Wildflower Tour Guru, Joe Douglass, is turning 100 years of age in July and we are having a party for him.

**June 28
12:30 PM**
Viva Rancho Cantina
900 West Riverside Dr.
Burbank, CA

You won't want to miss this one. There will be lots of food and drinks, a Big Band performance, and a cake.

This will be a great party for a great guy.

You 59 who have signed up know where to go and you will be reminded again and we thank you for your RSVP and your payment.

If you are reading this and have not signed up you are in for a real nice surprise. Yes, you can still come and be a part of this never before in the history of the club event.

If you have any questions, contact me at goodeats@usa.net or call me at (818) 883-9999.

Larry Einhorn

\$30 advanced payment required

Choose payment method.

Free bank transfer using Zelle, (check with your bank) payable to: tcmg@tcmotoringguild.org

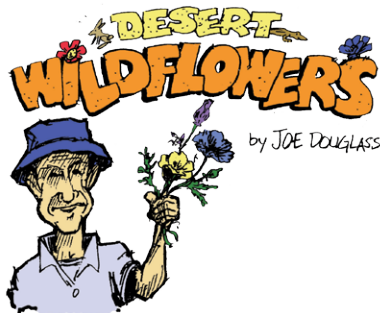
PayPal to tcmg@tcmotoringguild.org (although TCMG gets charged a fee)

Check payable to TCMG

Mail to: Joyce Edgar

1454 Chase Terrace

El Cajon, CA 92020-8368



From 1962

Fixing a TC That Pops Out of Gear

Does your TC pop out of gear while driving? Sounds like it would be an expensive fix but Richard Loe found a simple solution that is fairly inexpensive. Get a shock cord and hook it onto your shift lever. Get one to match your interior color to improve the looks. Note that this only works in 2nd and 4th gears though.



Conclaves from the Past



Photos by Barney Jackson, former TCMG member

We have been going through the over 1000 slides from Barney Jackson, and found the line-ups from our 1985 Conclave with 22 TCs (shown to the left, and our 1970 Conclave with 14 TCs (shown below). Both happened to be at Sky Ranch just south of Yosemite. Still scanning, so will be interesting to see what else we find.



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 13, 1948	TC 6013	Mark & Carol Beveridge



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

Happy 71st and 73rd Birthdays

May 28th Meeting Minutes

President Sandra Loe called the meeting to order at 8:02 PM.

16 members were present. Sandra welcomed two guests, Joel Shapiro's friend, Mark and Cliff Lemieux's friend, Bob Brown. She also complimented Cliff on his newly restored TC which he drove to the meeting for the first time.

Sandra read a poem, "Seven Ages of Small Ads".



Sandra confirmed the attendance sheet was being circulated. She thanked the Simmons for organizing the Stagecoach Inn Tour and she

gave a summary of the tour and special thanks to Linda Simmons for the baked desserts which Linda served at the picnic following our visit to the Stagecoach Inn. Sandra also thanked the Thelanders for presenting last month's program and Bobbie Simon for bringing this month's refreshments.

Members in attendance with May birthdays were Jan Sorenson, born in Lincoln, Nebraska on May 4, and Sandra, born in Pasadena, California on May 13. Local members with TCs produced in May were Coleman, Glass, and Simmons.

Sandra related important events which happened during the month of May in 1945, 1946, 1947, 1948, and 1949.

Sandra then asked for monthly reports.

Secretary Richard Loe stated the April 12 meeting minutes had been published in



the May Classic Chassis and asked for any additions or corrections. No additions or corrections were suggested. It was moved and seconded that the minutes be approved as written. By unanimous vote of the members present the minutes were approved.

Treasurer/Membership Chair Joyce Edgar reports we have 94 paid up members. She also reports we have good cash reserves and a copy of this month's financial statements posted for membership review.

Event Chair Steve Simmons suggested that Conclave be October 12-14 at Morro Bay and that these dates will work for ARR. The members present approved the suggested dates and location. Steve will proceed with arrangements. Steve asked Larry Einhorn to discuss the June event which is Joe Douglass' 100th Birthday Party. Larry described the arrangements that have been made for the Party and told us 58 people have already signed up to attend. The date is June 28 and Larry suggested we start gathering at 12:30 PM and start eating around 1 PM. Cliff reminded the membership the Central Coast British Car Club meet will be on July 14.

Curt Sorenson reviewed the programs scheduled for the rest of the year. September is the only open month. Joyce inquired if the group would be interested in a program on the prevention of senior fraud.

Karen Olson reported on Holiday Party progress. She is working toward date of either December 7 or December 8. It appears cost will be approximately the same as last year. She is waiting to hear back from Sportsmen's Lodge.



Admiring the three TCs brought to the meeting that night. Great to see Cliff's TC for the first time.

Classic Chassis Editor David Edgar encouraged contributions, saying if we send information he will fit it in.

Webmaster Steve Simmons also welcomes submissions of material for the website.

Sunshine Chair Bobbie Simon had nothing new to report.

Historian Don McLish reported on photo scanning progress.

Hospitality Co-Chair Jan Sorenson noted there are still open months for refreshment sign ups.

Sandra suggested we consider adding a chairperson to handle only the Double Day event and a chairperson to handle only Conclave in order to reduce the burden on the Event Chairperson.

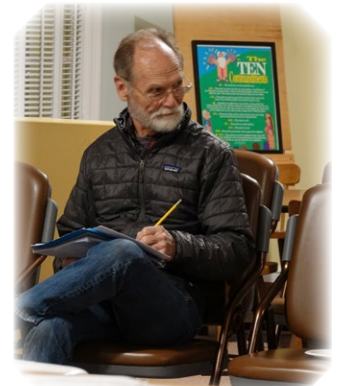
Joyce talked about GoF West in Prescott, AZ, and asked how many members were planning to attend

Sandra reminded the members that the Henkels Picnic will be June 25, Joe Douglass' 100th Birthday Party will be June 28, and Gof West will be August 12-16 in Prescott, Az.

The meeting was adjourned at 8:45 PM.

Respectfully Submitted,

Secretary, *Richard Loe*



Photos by Steve Simmons and David Edgar

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

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.

14 Inquire for details.

See our website for other items
tcmotoringguild.org

REGALIA CHAIR

Linda Simmons linda@mgnuts.com

Prices beyond our control
subject to change
International postage is extra



New high quality cloth patch

moss

THIS IS WHO WE ARE



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Ken Hyndman

Tech Support Advisor

Moss employee since 2010

Our experienced sales staff can answer most questions about your British sports car. For more complicated issues, you can trust the folks in the Moss Tech department, where individuals like Ken Hyndman can provide you with what you need to get the job done. With almost 45 years of technical expertise in his tool belt, his help is only a phone call away.

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Save the Dates

Join Us

Future TCMG meeting programs

July 23 - Cliff Lemieux on his TC restoration

August 27 - David Spiegel on his New Zealand, MG trip