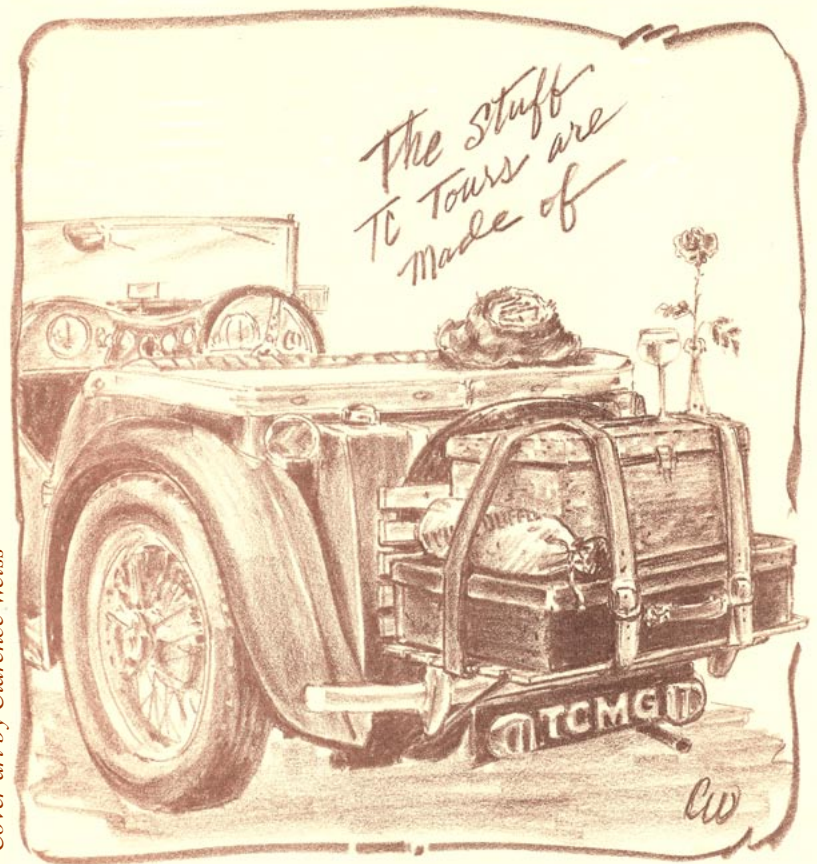




TC Motoring Guild MIDGET CHASSIS

A Publication by the TC Motoring Guild, Inc.
Editors - David Edgar & Jim Crandall

Cover art by Clarence Weiss



The Midget Chassis
David Edgar, Editor
1454 Chase Terrace
El Cajon, CA 92020

First Class Mail

- Sept. 26 TCMG General Meeting, 7:00 pm
Sept. 29 Tour to the Chandler Auto Museum
Oct. 8-10 Moss HCT Sedona Event
Oct. 13-15 50th Annual TCMG/ARR Conclave (Morro Bay)
Oct. 28 Kinetic Sculpture Race Tour
Dec 3 TCMG Holiday Party

Inside this Issue

- September TCMG Meeting pg 5
TCMG/ARR Conclave.....pg 6
TCMG Tour Schedule.....pg 8
Chevy Rear Seal Report pg 9
August Meeting Minutes.....pg 10-11
Sunbeam Clutch for XPAG.....pg 12



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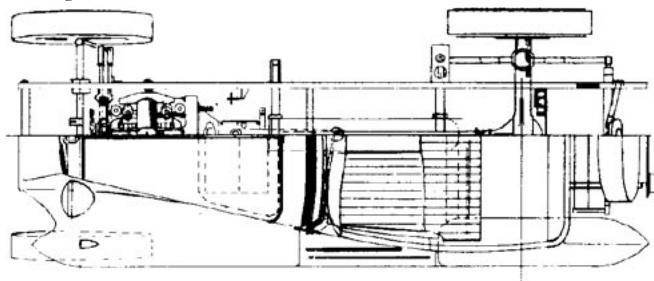
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Please note that while Skip Kelsey has passed away, the Shadetree business is going strong with Bob Luebbert

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tcmotoringguild.org



The Midget Chassis

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The **Classic Chassis**

is our main news publication put out semi-annually.

The **Midget Chassis**

fills in on the "off" months

All contributions: articles, letters advertisements, and captioned photos for the next issue should be sent to:

The **Classic Chassis**

c/o David Edgar,
1454 Chase Terrace
El Cajon, CA 92020
email:
djedgar@pacbell.net

**Deadline
for next
Chassis
newsletter
is Oct. 10**



RON'S RAMBLINGS

The other night, after spending my usual computer time looking at all the queries on the TABC list, I started thinking about MG history. Back towards the end of 1944 or early 1945 there must have been a meeting and conversation at the factory to discuss the future. The Allied armies had invaded Europe in June '44 and by then it was obvious that they were going to continue on and the war would be over sooner or later.

The MG factory had survived on some light war work, but that was coming to an end. There had been a more modern saloon proposed for the 1939 auto show, with true independent suspension, but the war had put an end to that. It would take several years for it to be ready and the factory needed something now to keep going.

I imagine the thinking went something like this. *Well, how about the TB? We only built 379 of them and the tooling is still here somewhere. That's a good idea, since it was based on the TA let's look at the problems with both of them and maybe we can correct them without spending a lot of money. Let's see here. The service records say that the bronze trunnions in the suspension were a lot of problems because customers would forget to grease them. Let's eliminate them and use cheaper rubber mounted shackles instead. Let's widen the body 4 inches and use only 2 strips instead of three on the running boards saving some money. Also a 6 volt battery costs almost as much as a 12 volt, so let's use one 12 instead of two sixes and put it up front so we can also get away from the expensive rubber tool holders. And we can do away with the petrol reserve tap and lines and just put in a light that says "fuel" when the petrol gets low.*

And so it was agreed to and since the next model number suffix was a "C" it was called the TC. And like its previous models, the chassis numbers would start with 0251, which just happened to be the company phone number. An assembly line was laid down in a corner of the factory towards the end of 1945. The TC was officially announced in October and by the end of 1945, 81 TC's had been built. By the end of production 10,000 had been built with only 1800 officially coming to the United States.

Ron Simon

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Don't forget that this issue of the Midget Chassis is also available on our club web site in living color. And you will find web pages on most our activities in color as well. Check it out.
www.tcmotoringguild.org

**Tuesday,
Sept. 26th**



7:00 PM

**General Meeting and
Racing Films by Al Moss
showing some TCs.**



At our August meeting we move from our traditional Montrose meeting location and visit the Simon Auto Museum. The private collection consists of classic cars, movie props, auto memorabilia, avionic items and much more are yours to view. Arrive early to kick tyres. After our business part if the meeting we will view "Racing in the 50's" movie and munch on popcorn. This is always an interesting event so don't miss it.

**Note change of
time and location.**

15700 S. Broadway Street
Gardena, California 90248

Thomas Guide P734 -C5

Museum is located behind Coast Appliance
(look for sign on fence "Cornwell & Sheridan Classic Cars")

Take I-110 to Redondo Beach Blvd.

Head East on Redondo Beach Blvd

South on S. Broadway

Coast Appliance is on corner of 157th & Broadway.

Museum is in rear of building

Enter driveway from S. Broadway and park in gated area

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Ron Simon

"Optima Introductory Special"
Battery for TC #75/35 Red Top \$104.00

The Big Five Oh!



You must have a Dr.'s note to excuse an absence from this event !!!

TC CONCLAVE
Morro Bay, 2006

**October
13-15**

It's the fiftieth annual gathering of the TC Motoring Guild and the Abingdon Rough Riders! We are meeting at the Inn at Morro Bay, as usual just about halfway between LA and SF

There are 25 rooms reserved for Friday and Saturday night at the Inn at Morro Bay but they are all taken at this time. Other more expensive rooms are available or there are other establishments in the area.

Inn at Morro Bay (805) 772-5651
or toll free (800) 321-9566
Address: 60 State Park Road
Morro Bay, CA 93442
Website: <http://www.innatmorrobay.com>

Saturday dinner will be \$52 each (this includes tax, tip and banquet room charge). The meal will be in the tradition of the central coast - a Santa Maria BBQ with tri-tip of beef, chicken, corn, soup, salad, etc. and dessert.

Allan had sent out notice earlier to respond on this by September 15 at the latest because dinner has to be pre-paid by the 20th. If you have questions on the dinner contact Allan Chalmers right away (see contact info below).

For those driving in from the south.

Meet at usual Denny's, Las Virgines exit from 101. Leave 9:30. Proposed route: 23 North to Moorpark, Grimes canyon to Fillmore, 126 to Santa Paula, 150 to Ojai, 33 through Wheeler Gorge to 166. Lunch in New Cuyama. 166 to 101 near Nipomo. Meet Larry Long and continue to Morro Bay. This route is all 2 lane old road. Grimes Canyon, 150 descending to Ojai, and Wheeler Gorge are TC roads- twisty. This is about 30 miles longer than 101. 125 miles from Ojai to Nipomo, with little in between, Buckhorn Inn in New Cuyama is the only restaurant I know of in between. We will have reservations. Drink/potty stops in Ojai and Nipomo. ANY PROBLEMS OR COMMENTS? Speak now or forever hold

6 your bladder. Gene Olson 805-522-8052
olson_g@msn.com

Shirts with a super logo by Phil Frank are being made up. There will be women's and men's styles and they will be \$15 each. Pre-ordering will guarantee yours. We will order the required number plus a few extras. Orders for shirts should be to the Chalmers by Oct 23rd. You do not have to attend the Conclave to buy a shirt but you may incur shipping costs if not picked up there.

Please let the ARR activities director know if you are coming, especially if you are not staying at the Inn.

Linda Chalmers at (415) 566-9796
or allanchalmers@yahoo.com

Earl Sargent Award

At this time we have the following in the running for the Earl Sargent Award for driving their TCs on club events. One point for making a meeting, two for a tour and 4 for the Conclave

Appell 2 pts
Douglass 4 pts
Edgar 2 pts
Einhorn 2 pts
Olson 9 pts
Simmon 4 pts
Simon 4 pts
Thelander 4 pts



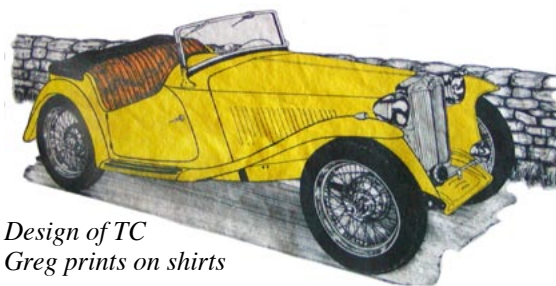
**Get your TC out
for some fun.**

Apology

Last year I inserted a poem titled "If My Body Was a Car" in our Midget Chassis that I had received several times in my email. None of the messages ever had an author so believed it was anonymous. This poem was actually written by Linda Amstutz, and I would like to apologize to her for running the poem without her permission. It certainly was not my intent to deprive her of credit or to benefit in any way from her intellectual property.

David Edgar
Editor

TC T-Shirts



*Design of TC
Greg prints on shirts*

Many of you have asked about the MG TC T-shirt I wore to the TCMG picnic. Here is info on shirts and contact:

Contact R&G Automotive Art:
Greg Bryant, email: ipegasys@cfl.rr.com

He states that he has one TC shirt design, a '47. Also has designs for a '32 MG J2, '33 MG J4 Racer, '35 MG PA, '35 MG PB, and a '47 MG TB Tickford Coupe.

Design is printed on back of shirt at about 15 inches across and again in upper left on the front at about 4.75 inches across.

He can paint the car any color you want from a 256 color palette. He can do any of

the 256 colors for the upholstery as well.

In addition to the plain white T-shirt he does polo (golf) shirts, long sleeve T's, and sweatshirts.

Non-pocket T's are \$15. Pocket T's are \$17.50. Golf Shirts are \$22 and sweatshirts are \$25.

Shipping is a standard \$6.50 (will combine shipping for multiple orders).

Turnaround time from order to shipping depends on the size of the order. He is on the road working as a Mainframe Systems Engineer during the week and tries to get shirt orders done on the week end.

Greg also mentioned if the TCMG wanted to do a multiple order he might be able to include our logo on the shirt as well. He didn't mention extra charges for that.

David Edgar

FRIDAY, SEPT 29TH Otis Chandler Museum in Oxnard

Since Chandler died the collection is to be auctioned. See chandlerwheels.com All year it has only been open a few Thursdays. It will be open one last time Sept 25-30. Saturday the 30th every car club in California, and everyone who has meant to go but never gotten there will be there. Friday may also be crowded. Cost \$7 cash, no cards. Meet Friday morning at Linda and Steve Simmons house (Victory/Fallbrook) (flyer with directions coming). Linda is making goodies. Leave at 9:30. Lunch at Old Vienna Restaurant in Ventura around 1PM. Please RSVP to Gene Olson 805-522-8052 olson_g@msn.com for lunch reservations. If you are running late there will be an alternate meeting site at 101 Fwy.

Oct 13-15 Conclave 50th. BE THERE!

See page 6 for details



OCTOBER 28 KINETIC SCULPTURE RACES

Join other TCMGers as we venture to Ventura to see the wild and wacky Kinetic Sculpture Races. Never know what to expect with the racers. See previous year's events at: www.kineticrace.com

Meet at Michael D's Cafe (Bowling Alley) on Ventura Blvd at Lakewood.

Other Events

Sept. 17 Palos Verdes Concours www.pvconcours.com

Sept. 24 LA British Car Meet

Sept. 24 West Hollywood Car Show by Barney's Beanery

Oct. 1 San Diego British Car Show
www.sandiegobritishcarday.org

Oct. 7 24 Hours of LeMons in Tracy.
www.24hoursoflemons.com

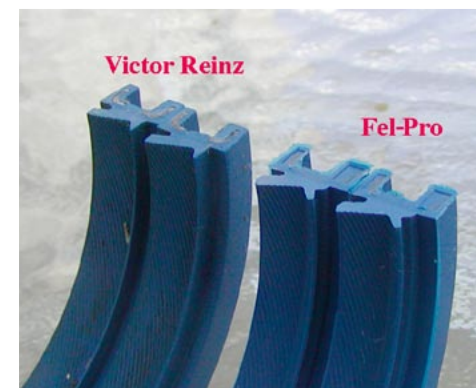
(be sure to read FAQ's)

Nov. 19 Vintage Car Club MG parts exchange

When I bought my spare XPAG engine, it had the Chevy rear seal conversion in it already, but leaked. I pulled the engine and on the tear down I noticed that the seal was not riding completely on the new journal surface. Buying an offset seal solved that (Victor Reinz brand seal). Once together it seemed to work fine for a while and then it started leaking again. I put up with the leak for about 3 years. Several years ago some oil got on the clutch and it started leaking. I finally couldn't stand the leak or the slipping any longer so once again I pulled the engine. On this tear down I noticed on careful examination that the ends of the seal were not meeting properly. There was maybe a half thousands gap on one joint and maybe a two thousands gap on the other joint. I bought a Fel-Pro brand seal (also of the offset type). Wow what a difference. There are nice tight end joints now. I don't know if I got a defective Victor Reinz the first time or if they are all the same. If I take the two halves of the V-R seal and bring them together I can hear a distinct click of the imbedded metal stiffeners. On the Fel-Pro

seals, the metal stiffeners are recessed slightly which allows for the seal to crush together tightly. So I am hopeful this new seal will provide a drip free rear now. I am anxious to finish installation and give it a whirl. The big test will be the Conclave drive.

David Edgar



Victor Reinz seal on the left showing metal inserts exposed. New Fel-Pro seal on the right shows metal inserts slightly recessed.

TCMG Holiday Party

Sunday, December 3rd

Save a spot on your calendar on the evening of Sunday, December 3 for the TCMG Holiday Party which will be held in the LA area this year.

This is usually is one of our biggest attendance events. Don't be left out because you forgot and planned something else.

*Get in
the spirit*



Aug. 22, 2006 General Meeting Minutes

Once again we all gathered in the lovely city of Montrose to discuss our love of TCs. Ron brought the gavel down at 8:10 to get everyone's attention but we are dense so it took a second round to settle us



Our fearless leader taking charge.

down. Ron began by welcoming everyone, especially our guest, Declan Kavanagh, from Kavanagh Motors.

We had twice as much mail as usual since it was not picked up last month. Pretty much the same magazines plus a couple advertisements.

Minutes of last meeting, the picnic, was in the Chassis. No corrections were noted.

Joyce reported on our treasury funds and also that we now have 108 members with the addition of Bill Uniack and his 1949 black TC.

Topic of tours came next by Gene Olson. In July there was GoF but we missed doing an August event. Gene is planning a run at the end of September to the Chandler Museum.

The museum would be closing its doors and auctioning off the cars soon and this will be the last chance to see it together. Originally it was planned to go up on Saturday the 30th but that could be a mob scene. We opted to go on Friday, Sept. 29th instead. October is our Conclave, and there is also the Woodley Park Car Show. Towards the end of October is the Kinetic Sculpture Race. Gene also asked if there was interest in going to the Reagan Library.

Other than the Holiday Party on December 3 there was no old business to cover. The party will be at the Sportsmen's Lodge.



David and Debra Spiegel

We adjured at 8:39 for refreshments before going to our guest speaker for the evening.

Minutes submitted by,

David Edgar



We had a larger than normal crowd at the meeting. Here are just some who came out that night. Was nice to see David Mathison, Bruce & Marlene Larson and Gordon Bundy too.



Here Declan talks with Bruce and Tony. Bruce was having problems with his TC running.



Declan told of things he can do to the TC to make it easier to drive including modified steering and a 5 speed transmissions.

Declan Kavanagh not only spoke but signed up as one of our advertisers. Look for his ad in future issues of the Chassis.

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DECLAN KAVANAGH

SINCE 1958

Sunbeam Clutch on an XPAG

At our last picnic I was talking to Ernie Page and mentioned I was experiencing clutch slippage and would be tearing into that to fix soon. Ernie (who was staying with the Thelanders during his visit) mentioned that Pete had done a slick



Sunbeam Alpine clutch on Pete's XPAG

conversion of his clutch recently using a 7.5" Sunbeam Alpine diaphragm clutch pressure plate which is stronger. Bolt pattern was identical and unit fit into the bell housing just fine. Only little glitch is that the TC pressure plate is located with 2 dowel pins while the Sunbeam uses three. I had heard of this conversion before so decided to learn more. Pete emailed me a couple pictures that he had taken and it looked pretty slick. Pete added that the only other thing to modify was the length of the clutch linkage chain which he accomplished with a bolt through the chain. He also mentioned that he just used one of the existing dowel pins and it works just fine.



12

TC clutch on the left and Sunbeam on the right. Despite being smaller, it is stronger with the diaphragm design. It is a popular conversion for racing..

When I pulled my engine and clutch out. I found some oil had contaminated the clutch disk - bad Chevy rear seal was the cause. Now a new clutch disk from Moss runs \$145. The pressure plate is \$195. For \$180 (which even included tax and shipping) I was able to buy both the Sunbeam pressure plate and disk.

If it weren't for working on this newsletter, I probably would have it all back together to report on my experience as well but that will have to wait until next month.

Some of my observations so far are while the pressure plate on the Sunbeam is 7.5" compared to the TC's 7.25", both clutch disks are 7.25" in diameter so I don't know what is gained with the larger pressure plate. While I bought a Sunbeam disk, Pete just used a spare TC disk

so you have that option as well. The Sunbeam parts are way cheaper. If you choose to buy Sunbeam parts the clutch is for a late series 4 Alpine which uses the 7.5" plate and a one inch by 10 spline disk.

Did I NEED a stronger clutch? A TC clutch is strong enough to transfer enough sudden torque to break a TC axle, so maybe not. But part of the fun of owning a TC that is easy to work on is to try new and improved things to make it better.

Pete and I both got our parts from Sunbeam Specialties, Campell, CA
www.rootes.com

David Edgar

For Sale

1952 Arnolt-MG Convertible

Looks completely stock from outside but has a 20R Toyota supercharged engine, automatic trans, disk brakes on front, MG A rear end (with B gears), Power windows and brakes, oversized radiator, and chrome wire wheels. Black with tan interior. Quite rare as only 35 Arnolt convertibles were ever built and only 13 are known to be left \$50,000 obo.

For further information contact
Mike Goodman
Phone: 760-360-3539
email: oldmgdoc@dc.rr.com



For Sale

TC STOP LAMP

A couple members liked the stop lamp that Doug Wimer had mounted on his TC spare tire. They had seen it at the Conclave in Sequoia. Well Doug went out and had some more made so if you would like one please contact him at: Doug Wimer
phone: 435-654-2117 (in Utah) or
email: tc49@aol.com

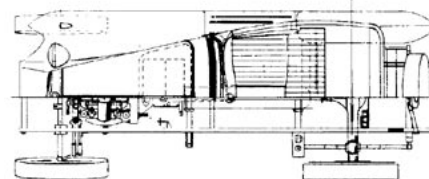


TC Wanted

I am looking for a MG TC to restore. Prefer a "driver" but will consider all available.

Regards

Eddie D. Gose, J. D.
Texas A&M University
(979) 458-6145
(979) 458-6150 - facsimile
email: E-Gose@tamu.edu



13

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Send for a free index of over 60 ways to keep your MG "TC" operating safely and reliably. Each "clinic" is 20 cents. Non-members pay 50 cents for the index. Index is also on our web page at: www.tcmotoringguild.org/tclinicindex.html

"MG Through the Ages":

MG in pictures, 18" x 24" poster \$1.75 members, \$2.75 non-members

TCMG Club Badge \$25 if picked up, \$30 if mailed (members only)

TCMG Club Pin \$3 if picked up, \$5 if mailed (members only)

"MG TC Specifications": A booklet of what is and what isn't stock on the TC.

A "must" for restorers. \$3.00 Members, \$5.00 non-members

TCMG Cloth Emblem \$4.75

Prices beyond our control subject to change
U.S. postage is included in prices (international postage is extra)

REGALIA CHAIR,

Bob Wilmer, 421 17th Street, Santa Monica, California 90402 Ph. 310-394-5232

TCMG Membership Information

Annual Membership: \$26 due and payable on January 1st of each year for members in zips 90000 to 93300. All others \$22 per year (won't receive local event flyers).

New Membership: Dues plus a \$10 initiation fee.

For more details, see our web page (www.tcmotoringguild.org) or write directly to our Membership Chair:

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