

TC Motoring Guild MIDGET CHASSIS

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



Joe Douglass by his trusty TC 7383 EXU
Photo by Doug Pelton, reworked by David Edgar



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

First Class Mail

- Aug. 22 TCMG General Meeting, 8:00 pm
- Sept. 30 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

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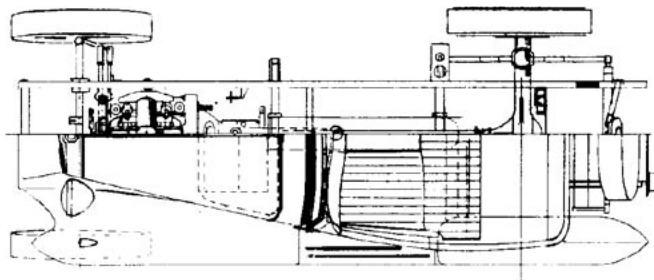
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Please note that while Skip Kelsey has passed away, the Shadetree business is going strong with Bob Luebbert

Our advertisers are also posted on our TCMG web site tcmotoringguild.org



The Midget Chassis

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91407

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 Sept. 10



RON'S RAMBLINGS

A Solution to the Gas Crisis - Part II

I recently wrote about the impracticality of everyone driving TCs to save gas. Upon further thought I wondered what we would do if we were driving TCs in the old country (England). Upon checking with Google I found that gasoline, (Petrol), is sold by the litre in England. The current cost in dollars would be approx. \$1.75 per litre. Since there are 3.785 litres in an American gallon the cost would be \$6.62 per gallon. Further checking shows that Amsterdam is \$7.00 a gallon equivalent, Paris is \$6.00. Germany is \$5.87, Italy is \$5.97. Wow! Extremely high added taxes are the reasons for the high gas prices in Europe.

If we were ever to do one of our "Grand Rallye around Whatever" trips maybe a GRAV, Grand Rallye Around Venezuela, would be a great idea. Gas in Venezuela is only \$.12 a gallon equivalent. Or maybe Lagos, Nigeria, where it's only \$.38 a gallon.

Of course, there's always the MGTC Hybrid. Forget electric power, my proposal has four squirrel cages behind the seats with squirrels running on treadmills powering the rear wheels when cruising on the highway. You could then say the cost of running the TC is peanuts.

Ron Simon

2006 TCMG OFFICERS & CHAIRS

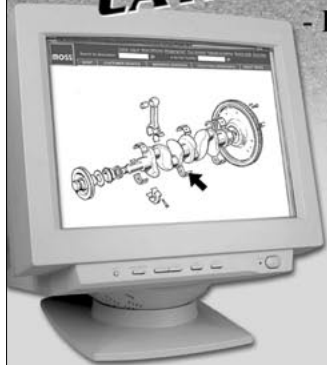
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Don't forget that this issue of the Midget Chassis is also available on our club web site in living color. And you will find web pages on most our activities in color as well. Check it out. www.tcmotoringguild.org

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Tuesday, August 22nd

8:00 PM

Do You Need Help on Mechanical Repairs?



The "Famous" MG Doc. Retired, so that brings up the question, "who do we use now"?

Several satisfied customers recommend Kavanaugh Motors

We will have Declan Kavanaugh speak about his repair garage. He will also give a talk on Datsun 5 speed conversion and Datsun steering replacement. His family has been in the business for years, and he is well versed on MGTC cars as well as many other English makes.

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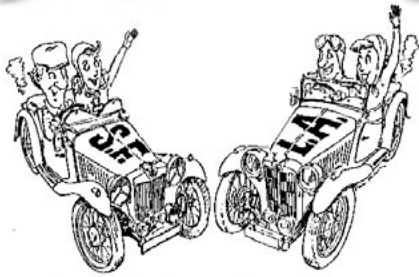
[email simon90248@yahoo.com](mailto:simon90248@yahoo.com)

Ron Simon

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

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The Big Five Oh!



• **TC CONCLAVE** •
Morro Bay, 2006

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

October 13th thru the 15th

There are 25 rooms reserved for Friday and Saturday night. The cost will be \$109 to 139 per night plus 10% tax. There are obviously more rooms at the Inn but it would be a good idea to reserve early if you want the lower rate. The more expensive are spa rooms.

We will have dinner in Morro Bay on Friday, with space reserved at one of the local restaurants for those who wish, and we will have a banquet at the Inn on Saturday night. There will of course be the requisite tour on Saturday and a suitable location will be found for a group photo of the legions of TC folk who will be attending this historic event.

Contact the Inn, letting them know you are with the "MG Group"
At (805) 772-5651 or toll free (800) 321-9566
(Best do this by phone for our rates)
Address: 60 State Park Road, Morro Bay, CA 93442
Website: <http://www.innatmorrobay.com>

Please let the ARR activities director know if you are coming, especially if you are not staying at the Inn, so we will know how many for the banquets, etc.

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

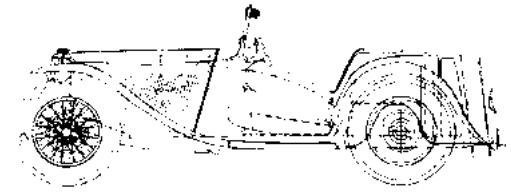
Our Newest TCMG Member

Please welcome another new TCMG member. This brings us up to 108 members in the Guild now.

Bob & Jackie Wills

409 S. Shoreline Drive
Liberty Lake, WA 99019
phone: 509-255-6839

rjwillsjr@aol.com
1949 TC 6736 XPAG 7392 BRG / Tan



How about a picture Bob?

Previous owners include a USAF pilot (Houck) who purchased it in 1963. He passed away in 1985. The wife then had the TC gone through in a professional frame-on restoration in 1989 and since then only 1,000 miles have been logged giving 16,607 total miles on the odometer.

It had sat garaged most of the time since 1963. Bob purchased it in July of 2006 and shipped it from Florida to Washington. TC is virtually original except for the Moss interior, and canvas.

Bob also has a '73 XKE V-12 coupe and an '05 Lotus Elise.

Other Prospective TCMG Members



Reg Ward recently bought TC 7908 which he bought from an estate sale in Australia. He already has a collection of 1940-ish Anglias ranging from pickups, tourers, roadster pickups to vans (eleven of them). He has decided to sell them off and migrate into a collection of TC's. Reg is looking to join some MG and TC groups so we may see his application soon although he lives up in the Bay area.



The above TC 7105 belongs to Ron Flore who lives in the San Fernando Valley. He and his brother bought the TC in 1967, from an ad on the bulletin board of Mike Goodman's Pico Blvd repair shop. Anyone know Ron and can invite him to the Motoring Guild?

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TCMG Tours

SATURDAY SEPT 30TH Otis Chandler Museum in Oxnard

The collection is scheduled to be auctioned off on Oct. 21. Sept 25-30 are the last days the museum will be open to the public. Worth the trip if you have not seen it. Lunch afterwards at Old Vienna or ? Flyer coming out later with TCMG group meeting spot and tour over to museum. For a preview see Chandler web page: www.chandlerwheels.com

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

Other Events

- Sept 15-17 Giant MG Swap Meet at Shadetree Motors
- 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
- Nov 19 Vintage Car Club MG parts exchange

TCMG Holiday Party

Get in
the spirit

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.

Bad Day for TC 4976

The following note was sent from a fellow TC owner to the TABC email group. I pass it on to you here.



TC 4976 before the accident

Hello Group,

It was a pleasant afternoon in Minneapolis. I had stopped home to let the weiner dog out, so I decided to return to work in my TC. I parked in front of the office and went in to meet a client.

CRASH#\$%!!!&&#!DAMN!!#\$%#

A tow truck with a junk car on board lost its load coming around the corner. The wayward car skidded into the rear of TC 4976 and jammed it into the Acura parked in front of my TC. I rushed out to find the driver hooking the junk car with the cable then dragging it down the street to attempt to get away. My client jumped in his Hemi Chrysler 300 and burned rubber as he pulled around the tow truck now more than a block away. He prevent the driver from leaving while the cops arrived. No insurance was the reason the driver tried to leave.

Of course I am insured. My problem is the parts that will be needed for the repairs. My gas tank is accordioned in a several inches. The spare tire mounting frame broke on both sides where it is bolted to the frame. Luckily the rear fenders are mostly unharmed. The small dents can be hammered out.

On the front the cast brackets for the badge bar are both broken. The front wings are both creased but I think they can be straightened. My horn is badly damaged as it the original Lucas fog lamp. I do not know the model but it has a King of the Road emblem on top. I am glad the TC stopped before hitting the radiator shell into the Acura.

Down but not out.

TC 4976, Dave Phillips
tc4976@yahoo.com

Replies to this message reminded us to read your insurance policy very carefully. Do not go only by what an agent tells you. Some policies do not cover antique or classic cars driven in non club sponsored activities. Best to know what you are covered for and what restrictions you have.

Update on Shadetree Motors

This in from Terry Sanders who relays that despite the death of Skip Kelsey, Shadetree Motors is selling car parts as usual. Check the current website: shadetree-motors.com and see the prices, etc.... and new items for sale. Call 925.846.1309 or email: Kelsey@shadetree-motors.com or fax - 925.846.1309.

Also, there will be a Giant MG Swap Meet, Sept. 15-17 at 3895 Mammoth Cave Court, Pleasanton, CA 94588-4919. Ques-

tions: can go to Verna@value.net The Swap meet will not include any inventory from Shadetree motors, this will just be the tremendous collection of MG parts and automobilia that Skip accumulated over many years.

We expect the business to continue as there are several folk interested in buying and maintaining it.

Terry Sanders

July 25, 2006 General Meeting Minutes

Our meeting this month took place at the Henkel's home during our annual picnic event. The meeting was eventually called to order despite the rowdy crowd enjoying the food and drink.

After the usual mail was sorted through, Joyce Edgar gave her treasurer's report. As of the meeting, the club has \$6,732 in the bank with \$4,308 not allocated.

Lloyd Hendrickson reviewed the program schedule for future meetings. August will feature a talk on T-Series cars by the people from Kavanaugh Motors. September is the much anticipated Movie Night held by the Simons. October is of course the Halloween Pot Luck Party and November is still open. Lloyd also mentioned that the upcoming programs are kept up to date on the TC Motoring Guild Web Site.

Ron Simon reported on upcoming events in Gene Olsen's place, who was out of the country. The event for

October will be the 50th MGTC / ARR Conclave in Morro Bay. The club is in talks with Phil Frank to design T-Shirts commemorating the event.

With the end of old business, we moved to new business. With no new business to discuss, we ended business altogether and called on Pete Thelander to give a brief report



Before we broke out the dinner we caught up with each other's lives. Ron Toth, David McCanne and Lloyd Hendrickson talk it up.

on GoF West. Pete spoke of the caravans to and from the event, the many activities held over the five days in Oregon, and of all the TCMG members who placed in the car shows and events.

Ron then asked if there was any more business to discuss, and finding only monkey business offered to him, he adjourned the meeting.

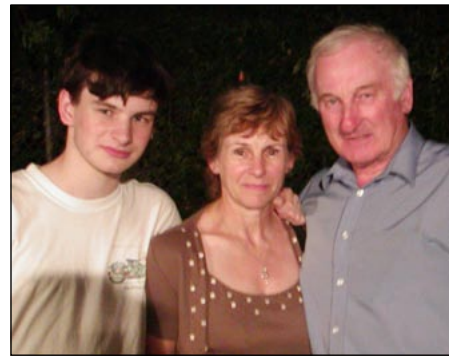
Minutes submitted by,

Steve Simmons

Thanks to Tony & Cindy Henkels for opening their home and garage and especially for Cindy's wonderful desserts.



Ernie Page and Gordon Glass catch up with each other.



Ernie and Elizabeth Page with son Michael stayed in the states after the GoF long enough to be able to make our picnic and meeting. They left the next day for Scotland.



New member David Simon (Pres. Ron's brother) meets with Art Ludwick to most likely discuss Rainbirds or TCs.



Pete Henderson, Larry Haile and Tony Henkels in Tony's shop looking over some Chevy aluminum valve covers.



Helen Toth and Sarah Ludwick trying to figure out how to get Ron and Art to pay them as much attention as they do the TCs.



Elizabeth Page, Fran Thelander and Carolyn Hendrickson wonder what a Jag is doing at a TCMG function.

Hey - what happened to all the TCs that usually show up at the picnic? Simmons brought their TC as did the Edgars for a total of only TWO TCs. And the Edgars ended up pushing their TC into the driveway after Tony towed them in the last mile due to what turned out to be a bad distributor rotor. New rotor fixed the problem and they made it home to San Diego without incident.

Suspect the Unexpected

Situation #1

When it gets hot out I sometimes have trouble with the TC idling rough and have found that by pulling the choke out a bit it idles better. So recently after a 170 mile jaunt at 60-70 MPH in hot weather I came to my freeway off ramp and found my the TC idling rough at a stoplight. I pulled the choke out to enrich the mixture and it helped. Made it through several signal lights using same trick and then it really started to sputter until it lost all power.

I pulled off to the side and tried re-starting. It would try to catch but not quite. I could hear cylinders fire but engine was just loping over like a old hit and miss steam engine. However it would only hit about three times and then die.

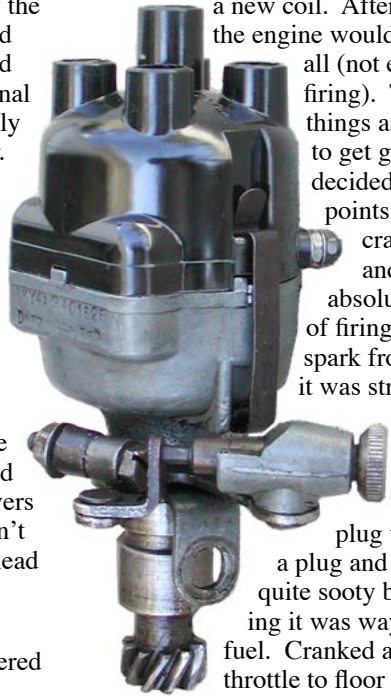
I thought it was vapor lock and fuel starvation. I disconnected the fuel line at the carbs and switched power on and got nice flow of fuel. Pulled bowl covers off and lots of fuel there. It really didn't feel like spark loss but pulled the HT lead and cranked the engine. Nice healthy spark there.

I then pulled pots off the carbs and peered down. Seemed to have fuel there and it was wet in the throats. Maybe it was flooded now. I cranked with the pots off to air out engine. Reassembled and cranked and got same loping over as before. As we were only a mile from Henkels home, we called and Tony came over and rope towed the TC to his house. With a rest under it's belt I cranked again and still got the loping over.

While playing around some more I remembered the suggestion of checking the rotor by holding HT lead over rotor. Really didn't think it was electrical but what the heck. Low and behold it sparked to the rotor which meant the rotor was grounding. I put in the spare rotor I carry for an emergency and it then fired right up.

Situation #2

A friend recently bought a boat with a Ford V-8 in it with an old points type distributor. As it began to run a bit rough, he switched over to a Pertronix electronic ignition (like I have in my TC) and put in a new coil. After installation, the engine would not start at all (not even a hint of firing). To simplify things as he wanted to get going, we decided to put the old points back in. He cranked it over and still had absolutely no hint of firing up. Checked spark from coil and it was strong. Rotor checked out and we were getting spark to the plug wires. Pulled a plug and found it quite sooty black indicating it was way too rich on fuel. Cranked again holding throttle to floor and nothing. I then held open the choke plate with a screwdriver, and engine suddenly roared to life. Releasing choke plate caused engine to die. Turning my attention now to the choke, I discovered it was jury rigged to be held open with a wire. The wire had vibrated loose, so the choke was permanently closed.



Lessons Learned

No matter how sure you are of what the problem is, don't dismiss other possibilities. It was coincidence that my TC rotor went out just as I was having my typical fuel problems and it was coincidence that the choke wire let go between running with points and putting in the Pertronix unit on the boat.

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.

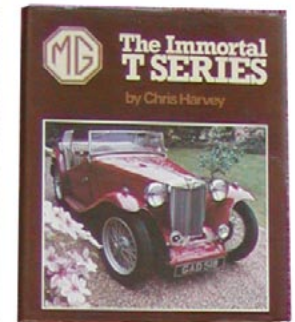
Regards

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

For Sale



MG by Wilson McComb
© 1978 \$12

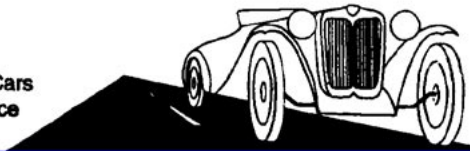


The Immortal T Series
by Chris Harvey
© 1977 \$12

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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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