

TC Motoring Guild MIDGET CHASSIS

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



A Christmas TC

Larry Long joined with five other members of the Paradise British Car Club and entered their cars in the Santa Maria Parade. They had fun, and took a second place!



- Jan. 23 TCMG General Meeting
7:00 pm Featured speaker
☞ - June Matthews - MGing
in the early years.
- Feb. 4 De Finchy Ode Challenge
Tour
- Feb. 4 62nd Anniversary of Cecil
Kimber's Death
- Feb. 10 Deadline for next Midget
Chassis

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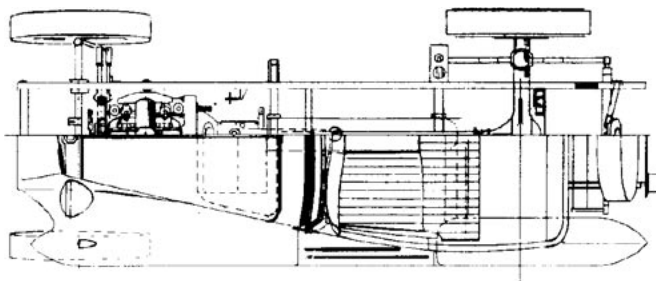
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for next
Chassis
newsletter
is Feb. 10**

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STEVE SEZ



With a half century now behind us, my fellow TC Motor-ing Guild members have used their vast club administrative experience to their advantage. It seems they have adopted a new policy which states... "Make the new guy do it!"

With this policy now in force, the honor of overseeing this fine organization has been bestowed upon me. As a relatively new member to the club, I was honored to receive such a vote of confidence from my friends. I then realized it may not have been my mediocre organizational skills, moderate public speaking ability or limited knowledge about the very cars the club was created for that led me to this prestigious position. More likely, I was elected because my wife, the baker, will now be in charge of refreshments at the monthly meetings!

But regardless of which strange turn of events led to my newly appointed duties, I am happy to be here and now look forward to another year of good friends and fun times. And that is what impresses me most about our happy group. It is as much about the people as the cars.

For most of my life, I was not much of a "car club guy". This club, or more precisely the people within it, changed that. In the past two years, my wife Linda and I have gained a new appreciation for what a car club can be. Since joining, we have met many people whom we now consider dear friends. The year 2007 promises even more opportunities to meet good people and share highly memorable experiences through the quirky little cars we love and the club that supports them.

With that in mind, I have been speaking with our events coordinator Gene Olson about upcoming activities. We plan to put our council to work analyzing event participation to come up with a schedule that will appeal to the majority of our members and hopefully increase participation. The cars are great of course, but it is the people that really make our events what they are.

So as winter rolls along, take the time to get those TCs ready for another season of touring the back roads they love so much. There is no better sight than a line of TCs on the road ahead... except for the view from your own TC within the pack!

Steve Simmons

2007 TCMG OFFICERS & CHAIRS

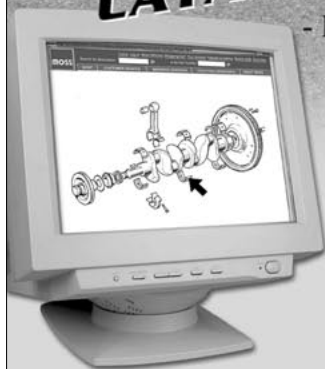
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***Don't forget that this issue of the Midget Chassis is also available on our club web site in living color. And you will find web pages on most our activities in color as well. Check it out.
www.tcmotoringguild.org***



**Tuesday,
Jan 23rd**

8:00 PM

Recollections of MG Years Ago

June Matthews will talk about cars in England before the war. Ms. Matthews found our group by following Gene Olson's TC. It reminded her of the J2 in which she spent her honeymoon. Her husband was K.G. Matthews, an engine designer

for Simca and others. She has had a number of memorable cars, including the J2, a Morgan 4/4, and a Riley Imp. During the war she was a driver for the RAF. It should be an interesting evening of memories of England when our cars were young.

Citibank Community Room 2350 Honolulu Avenue, Montrose

Enter from the back of the building and go downstairs.
GPS coordinates: N 34.206 degrees, - W 118.229 degrees.

TCMG Election Results

Per your vote the following were elected to the TCMG Executive Council for 2007. Among them selves they came up with the following postilions.

Steve Simmons, President
Dave Coleman, Vice President
Fran Thelander, Secretary
Joyce Edgar, Treasurer
David Edgar, Director / Co-Editor
Gene Olson, Director / Event Chair

Ron Simon also joins the council as the Ex Officio



Changes in Oil for Your TC

There has been a lot of discussion lately of oil companies reducing the zinc dithiophosphate (ZDDP) in American Petroleum Institute (API) oils. Now the big question is how does this affect our TC engines with it's flat tappets. One owner had cam and tappet failure after 900 miles after a rebuild. The reason the ZDDP is being reduced is to help the modern catalytic converters from damage and modern cars have crowned tappets so the reduction in ZDDP isn't a major problem.

Our TCs rely on the ZDDP to help protect the TCs flat tappets especially during the break in period. Per Bob Mendelsohn from the TABC group, and who has sold oil for 25 years, he found the following Chevron specs.

20w/50 passenger car oil
SH category (several years ago) 0.12% zinc

20w/50 passenger car oil
SL category (current specs)
0.103% zinc

DELO 400 15W/40
(heavy duty truck oil) 0.148% zinc

DELO 400 15w/40 LE (new spec
heavy duty oil) 0.13% zinc

Based on this Bob figures the zinc reduction is about 20%. He notes however that the heavy duty oils for diesels (usually a 15W/40 weight) still have lots of zinc and in fact have more than we are use to. The LE oil is the new oil but Bob says the regular stuff is still on the market. Both have

Keith Ansell with Foreign Parts Positively wrote an article on the subject. He had contacted Delta Camshaft with whom he deals with and they stated, "Today's 'modern API approved oils are killing our engines.'" He contacted Crane Cams and they specify to use their assembly lube plus using a heavy duty diesel oil.



API symbol for passenger oil on top and for diesel (note CF rating) on bottom.



Keith also states a representative from a major supplier of engine parts said they have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is necessary. Their statement: "Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations."

Comp Cams told Keith that additives and assembly lube are recommended for break in and that they have found the use of the additives have helped in the long run as well.

API passenger car oils regardless of brand have the reduced zinc now. So what do we TC owners do? You can use regular oil plus an additive (GM EOS is a good one). You could use Redline products as they say they produce oil for protection, not for API standards (and are not API rated). Or you can use heavy duty oils for diesel engines.

Just be aware, whatever you decide. And if you have particular good luck with one option, please let the rest of us know.

This year solve the riddle of the . . . **DA FINCHY ODE**

Viaduct?, why not a chicken?

Annual Lame Duck Contest

Meet at MorganWest 3003 Pico Blvd. Some nice new and old Morgans to view as we meet.
(see their website
www.morganwest.net).

Park along Dorchester. McDonalds and Burger King close by but not many others.

Directions: MorganWest. 10 (Santa Monica Fwy) West past 405. Exit Centinella. Turn right off exit, then right on Pico. MorganWest on right about 3 blocks.

Sunday January 35
(also known as Feb 4)

Meet at 9:30 AM

We will go up the coast and drive twisty canyon roads. You will need to find clues to solve the secret of the poem. Winner will bask in GLORY, the rest of us will have a really nice lunch around 1 PM watching the waves and surfers at Dukes.

Electronic TC Voltage Regulator

Bill Traill found this information on an electronic voltage regulator conversions for our TCs. On it, Bob Jeffers explains how he can do 5 or 9 post, regulators. They fit in Lucas cases so they appear original. They limit current to protect the dynamo (generator) from burning itself out and have temperature compensation for cold/hot weather operation. Very up to date performance but within the limits of the dynamo installed.



or even have it's original relays, but does need a base that is suitable for buffing to make it look better. At this time he has no way to refinish the terminals, or the fuse holders on a 9 post.

If this sounds like something of interest to you, contact him:

Bob -- Robert K. Jeffers
email - bobj20@adelphia.net

Wilton Auto Electric
10 Stoney Brook Drive
Wilton N.H. 03086-5151

mgaguru.com/mgtech/electric/et232.htm.

Put a note in the package confirming your order and give him a return address to ship your regulator back to. Turn around is about 1 week.

Frank Mason & Earl Sargent Awards



Gene Olson received the Frank Mason award as the member who most perpetuated the TC in TCMG 2006 activities. Gene also received the Earl Sargent Award for driving his TC the most on TCMG events.

Congratulations, Gene.



Chris & Laurie Nowlan are happy in their new home in Amherst, New Hampshire. They are glad to be back in New England where they grew up and near their families. They send everyone their best and hope to visit back here one day. Their TC , L2 (pictured at right) and the J2 have a lovely garage. The highlight of their MG year was the honor of hosting British MMM enthusiasts for a most memorable day at their new home which included 10 Pre-'36



8

MG's shipped over from England. (photo above)

TC Motoring Guild Dues

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Annual Membership:

\$26 for members in zips 90000 to 93300.

All others are \$22 per year

(Won't receive local event flyers. But if you want them then just remit \$26).

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If you have questions
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Some of you have already sent in your dues even without a reminder. Thank You. But if you have not sent them in yet then this is the first reminder. Hope we can be of service to you and your TC in 2007.

Dwane Carlson sent in his dues and included a note relating some of his history with the TCMG.

Dwane bought TC 3846 in May of 1956. He saw an announcement in the LA Times of a TCMG event on Jan. 6. He drove his TC to work so he could go direct to the event. A co-worker stole his side curtains, but he pursued and went to the event anyway. The event was a trip to the Pomona Fairgrounds where he watched Ron Simon race. Dwane paid his dues to the TCMG and became a member. He went to the first Conclave that year and also joined the Abingdon Rough Riders while at the conclave so he has 50 years of TCMG, AAR and Conclave attendance now.

He became friends with fellow TC owner Virgil Cochran at college. Virgil's TC was only 12 numbers away from Dwane's. Virgil was a Guild member,

but later sold his TC (which he regrets now) but they remain friends.

Dwane did a cosmetic restoration in 1956 and then took a couple longer trips. He remembers one time where the generator broke in Fresno. It was rebuilt and then went bad again. He disconnected one headlamp and made to the San Fernando Valley before it quit. A recharge at a gas station, and he was able to make it home. Another time he had a wiper pin break up at Truckee and cleared the snow by hand operating the wipers. Burr !!!

Dwane bought a second TC minutes before it was it would be sent to the metal chopper. There were enough parts to lure him into buying it. Dwane will be finishing up the restoration of his first TC, and it will go to his son. Gotta get the next generation interested now.

TCMG Holiday Party / Annual Meeting



Auctioneer extraordinaire Art Ludwick does his thing.

Totally charming couple, Mel & Toni Appell



Harvey Schnaer and friend Aida



OK will it be Tony & Cindy Henkels, Pete Thelander or Gorden Bundy who will place the next bid?



10

Sarah tries to get Art attention to bid.



Everyone had a grand time. Sorry we could not get each and everyone who attended pictured here.



Helen Toth to husband Ron: Don't look at the auctioneer. Look away, LOOK AWAY!!! Oh no, you weren't fast enough. Art has your number now.



Linda, do you think we could use one of those? I'm sure Art will sucker me into buying it anyway.



*Love birds
Pete & Gloria
Henderson*



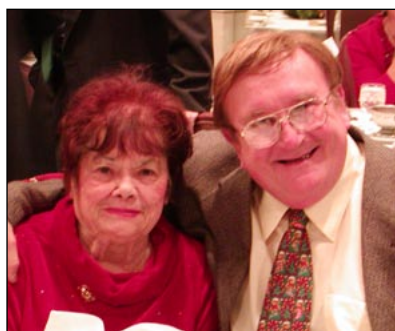
Gordon Glass, George & Kevin Kershaw, Toni Appell and Tony Henkels wondering who will be the top bid on the next item.



The ever dashing couple, Alan & Victoria Campbell



Suzie Coleman, David Mathison, Ernie Page, Fumi Bundy and Lucy McCanne size up each other for bidding on the next item.



Don and Jeanette McLish having a good time.

Nov. 28, 2006 Meeting Minutes

The gang was all there so President Ron called the meeting to order. We welcomed Charlie Duvall and Bill Rissier to the fold. Bill has owned a TC since the early '70s and was looking for a group to join up with to drive on some activities. Charlie is a friend of Bill and had found the TCMG on the Internet so they came to the meeting tonight.

Ron announced that our guest speaker Bobbie'dine Rodda had fallen ill and was not able to make the meeting so we would do a TC discussion instead. Gordon Glass motioned that we send her some flowers. Motion was seconded and passed by a vote.

Minutes of our last meeting were in the Chassis for review. No corrections were mentioned, and so they were accepted as printed.

Joyce gave a state of our treasury report. Complete report was also posted on the wall along with a list of those signed up for the Holiday Party and their menu choices. She reported our membership stood at 110.

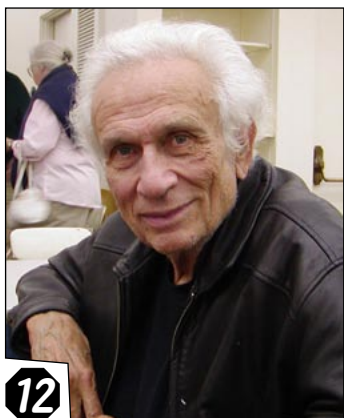
There are 54 signed up for the Holiday Party this year which will be at the Sportsmen's Lodge this next Sunday. Don McLish said to add him on as well which would bring it to 56. Esther Belland asked us to not forget the toy drive. They seem

to have enough stuffed toys already so if you have not bought a toy yet to refrain from those. Art piped up that to not forget the auction either. Scour your garage and house for MG or TC items to donate to the auction and to make sure you have loose billfolds and to bid often, and freely so make the evening a success.

Lloyd was looking for an idea for the January meeting. While his term as Program Chair was ended now, he was looking for something to get the new chair started. Mention of having the lady whom Gene Olson had met to speak on her previous experiences seemed to be the prevailing choice. A chance for everyone to find old TC photo slides was also discussed.

Gordon Glass proposed another joint tour with the VMG. He was thinking of a tour over to the new Mercedes Benz Classic Center in Irvine would be a great venue. Others agreed and possibly May 12 would be a good date to shoot for.

Joe Douglass indicated that when he picked up the key to the meeting room earlier in the day that the bank was discussing the possibility of raising the rental fee. They are being pressured by other groups to get in so unless we have a fair representation of Citi-bank customers that the fee could increase double or triple. We collected 6 names from the 20 members



Bill Rissier visited us. He thought he owned his TC a long time (since the early '70s). He was surprised when he learned some of our members had owned their TCs even longer.

Charlie Duvall is a friend of Bill and came with Bill to see what all this TC stuff was about.





Art and Sarah tell how after spending big bucks to have their TC restored and fit to drive, had to have their TC towed home several times. They all do that - right?

who were there that dealt with Citi-bank. Joe will drop that list off along with the return of the key and our check for room rental for the next year.

We ended the business part of the meeting to visit and enjoy refreshments. We regrouped after awhile for the raffle and then just had a random discussion among ourselves relating various TC stories. Ron eventually had to cut us off as time was



Mimi showing how she held the steering wheel of the TC when she started driving it at the age of 5. OK so actually the story was about a more recent TC escapade. Everyone had great anecdotes on TC experiences.

up. Bet we could have gone on for several more hours.

Minutes submitted by,

David Edgar



Jennifer Smith is trying to find out a little more about her TCs history. It was previously owned by 2 TCMG members. Chuck Collins purchased this 1948 MG TC from fellow guild member, Irwin Ashenfelter in 1973. She was wondering if the Guild has any information about where Mr. Ashenfelter purchased the car or how long he owned

it before selling it to Chuck Collins (of Laguna Niguel), or of any other history about the car in our records?

Chuck Collins sold the car to Wade Hall (of Newport Beach) sometime in the early 1980s. Then, her Dad purchased the car from Wade in 1985, and the car has been in her family ever since. Her dad passed away last year, so she has started to restore it in his memory.

*If anyone can help Jennier please contact her at:
jsmith_esq@yahoo.com*

Triplex Glass - Originality for MG-T Cars

Brief History of Glass

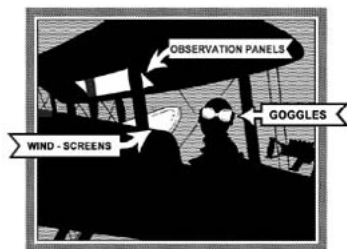
The origins of Triplex Glass dates back to 1826 when the St. Helens Crown Glass Company in England was founded by John William Bell. His technical ability was combined with the capital from three prominent families: Bromilows, Greenalls, and the Pilkingtons. The company was renamed Greenalls and Pilkington in 1829 and after the withdrawal of Greenalls the firm was retitled Pilkington Brothers in 1848.

In the late 1830's and early 40's the manufacturing of sheet glass had transformed from a process referred to as crown glass to the blown cylinder process. The cylinder process provided a more competitive advantage which allowed Pilkington Glass and a few other companies to dominate the market. By 1876 technology had advanced the plate glass process. This led to a boom in the plate glass industry throughout England. Other countries such as France and Belgium also benefited with increased productivity creating more local competition. With the United States becoming more industrialized and self sufficient the English export market began to wane. This meant that many glass companies failed by the turn of the century leaving Pilkington as one of the survivors.

Between 1883 and 1920 the plate glass process had essentially remained the same. Then in a cooperative effort with Ford Motor Company, Pilkington developed a continuous flow process and a method of continuous grinding and polishing. With the rise of mass production

in the motor industry, the demand for plate glass was greatly increased. Therefore, the need for the specialized production of safety glass led to the formation in 1923 of the Triplex Safety Glass Company. Triplex was born.

TRIPLEX SAFETY GLASS



WAR Service has brought the intrinsic merits of Triplex Safety Glass more than ever to the front. Its wide use by the Allied Governments has undoubtedly saved the eyesight and lives of many pilots and observers (*vide actual testimony*). It is now being **SUCCESSFULLY USED IN THE CENTRE PLANE** and on the lower planes of many fighting machines. Triplex cannot be splintered no matter how badly it is smashed. Gives a perfectly clear view and cannot be distinguished from ordinary sheet glass.

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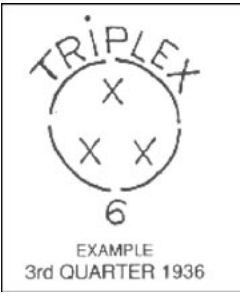
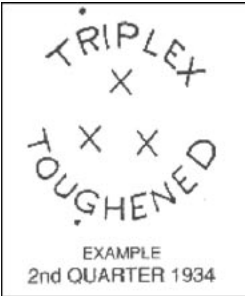
Dating Pre-War Triplex Glass 1929-1940

Toughened Glass:

In the Triplex trademark the words TRIPLEX and TOUGHENED were arranged in a circular formation around a triangular arrangement of the three X's. Glasses were defined by the quarter of the year (Jan – Mar, Apr – Jun, etc.) and the year of manufacture. The quarters were depicted by a dot above the word TRIPLEX. (The 4 quarters corresponded to the first 4 letters of TRIPLEX. T=1, R=2, I=3, P=4) The year was indicated by a dot under one of the letters of the word TOUGHENED (9 letters for nine years T=1941, O=1942, etc). For 1940 the dot would be placed to the right of the letter D.

Laminated Glass:

The Triplex trademark for laminated glass is made up of the triangular arrangement of the three X's surrounded by a broken circle, surmounted by the word TRIPLEX. The word laminated does not appear. The quarterly identification is the same for toughened glass. The year can be identified by the 0 to 9 beneath the circle opposite the letter P in the word TRIPLEX.



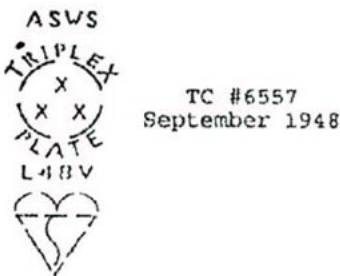
Breaking the Post-war “TRIPLE X Code”



The Pre-war “TOUGHENED“ logo continued on from 1945 – 1949. However, the “kite” or “heart” was added below it. What was the significance of this addi-

tion? The kite was the symbol or icon for British Vehicular Safety (BVS). If you look closely at the kite, you will see the 3 letters forming the kite. Additionally, a “P” has been added between the logo and the kite. The significance of the P is unknown. This picture was provided by Craig Seabrook of his TC 0911 made in June 1946. You can see that the glass was manufactured in 4th quarter of 1945.

In 1948 a variation of the above logo surfaced that corresponded to TC’s that were exported. The variation was that TOUGHENED was replaced with PLATE. It is thought that as safety standards changed, the glass was fitted according to the destination of the vehicle. Some vehicles brought to the United States initially with toughened glass had to have the windshield replaced with plated depending on the state laws and registration practices of the time.



The above drawings were provided by Bob Watts, a member of T-ABC, duplicated from his cars. Notice that the broken circle

also correlates to the pre-war laminated design. Also, the plated glass is dated by the year being displayed below

PLATE. Bob's examples are interesting as he noted the following: "Over the above 6 month period the TRIPLEX windshield logo changed. The "heart" at the bottom shrank in size and the letters ASWS were added at the top. The central part remained the same size, but the letter "A" changed. Why was it changed? Maybe to maintain the exact total vertical dimension? What does ASWS stand for? Does the L mean laminated? What does the V mean?" These are all good questions yet to be answered. On 14 Dec 1948, TC 7380 was manufactured as the first EXU. The EXU models had the Triplex "Plate" logo also.

Although the Triplex "Plate" logo appeared on exports, the MG "home models" continued to display the "TOUGHENED" logo. (Home models were vehicles sold in UK). According to Peter Ross, a member of T-ABC, all UK TC's and most other cars for a long time afterwards were fitted with toughened windscreens for normal road use. However, if you raced under the RAC regulations in England, and you weren't using aeroscreens, you needed a laminated screen and could special order one. Therefore, there may be some home model cars found with a plated or laminated windshields.

I do not know when the "TOUGHENED" logo ended. However, if you look at 1950's vintage logos and beyond you will see additional variations and symbols yet to be decoded. The word TOUGHENED was not only replaced by PLATE but also ZEBRAZONE. Notice that ZEBRAZONE was also 9 letters. This was a specially toughened windscreen that when broken, it had a central 'clear' area so the driver could still see through it. Another variant is the quarter of the year it was manufactured is determined by the first and last 2 letters of TRIPLEX. The glass to the right was made in the 3rd quarter 1956 as you can see.



This is an interesting follow-on to the story. To the left, is a picture of the glass from a 1969 Rolls Royce. Notice the continuation of the Trade Mark characteristics from the previous years such as Triplex, 3 X's, the 'kite', etc. However, also note that 'toughened' is now replaced with SUNDYM which means tinted. If you add the numbers corresponding to the 2 dots (2+6) that equals 8. This glass was made in the 4th Quarter of 1968 which makes sense for the year of the car.

Originality

In my quest for the "truth" on originality, I found that as with other aspects of the MG's there is nothing absolute.

The logo in most cases can be seen in the top right corner as you are standing in front of the car looking at the windshield and readable from the same position.

16

Etching is done on the outside of the glass also. It will be approxi-

mately 1 inch from the top and side, inside edges of the chrome. The diameter of the TRIPLEX/TOUGHENED circle is about 7/16" and the total height from the top of Triplex to the bottom of the kite is 1 1/8". However, there are examples of the logo being located on the driver's side and etched and readable on the inside. Did this mean that logo was sometimes etched with disregard to the side of glass cut

down for the wiper wire or was the glass cut down after the logo was etched?

The logo installation does appear to be different for the later TC exported “plate” glass. In this case the standard placement is top left corner as seen standing in front of the car looking at the windscreen. The logo is etched on the outside “in reverse” and readable from inside in the driver’s seat. Although the sampling numbers are small due to availability, the trends are clear. I would welcome future comment on the subject with documentation or pictures to illustrate originality or any other aspects of the Triplex logo.

What story does your original windscreen tell and does it match the birth of your car? It may be fun to check and to also note who has a “triplex” windscreen at the next car show. I hope you enjoyed this bit of MG trivia.

Researched and compiled by Doug Pelton
(dougpelton@cox.net)

Credits and Thanks to:

- The Journal of the Morris Register, Summer 2000, Vol.16 No.6
- Neil Cairns, Bedfordshire, United Kingdom
- Glasslinks.com
- Bob Watts, member of T-ABC
- Other contributing mbrs of www.MG-TABC.org

Doug Pelton owns two EXU TCs and joined the TCMG in January of 2005. He made a trip out from Arizona to visit Joe Douglass and take note of Joe’s pretty original TC so that he could build up his two EXUs as originally as possible. Doug promises to give us some photos of his progress soon.



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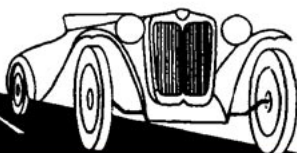
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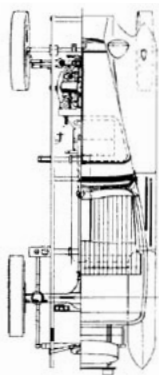
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