



TC Motoring Guild CLASSIC CHASSIS

Summer Edition

June 2007



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MEMBERSHIP INFORMATION

Annual Membership: \$26 due and payable on January 1st of each year for members in zips 90000 to 93000. All others \$22 per year (won't receive local event flyers).

New Memberships: Dues plus a \$10 initiation fee. For more details, see our web page (www.tcmotoring-guild.org) or write directly to our

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The Classic Chassis, our semi-annual issue.

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COVER PHOTO by Pete Thelander

2 Lloyd Hendrickson's TC heads up an impressive lineup of T-Types on the Hollywood Hills Tour.

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MG Through the Ages: MG in pictures, 18" x 24" poster; \$1.75 members, \$2.75 non-members.
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

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president's MESSAGE

by Steve Simmons

Spring has sprung! With all the random weather swings we've had, it seems as if there were numerous "first days of Spring" this year. But rather than looking on the dull side when the weather turns cold again, look on the bright side...

more first days of Spring means more chances to get that TC out driving on a perfect day! There has been little rain this season so the roads are still clean and nice. Perhaps a bit void of wildflowers but there are some, and there is plenty of green to be found.

GoF West is on the horizon. This is a good time to start thinking about any loose ends you need to tie up in the way of maintenance. How are those tires? Checked the bushings lately? What about that nagging squeak coming from the passenger side door? Or maybe it's coming from the passenger! Whatever the case, don't wait until the last second. If you do, you may be begging your friends for help as I did before GoF last year.

We have plenty of great events coming up this season which is even more reason to have your TC in tip-top shape. Good roads, perfect weather and wildflowers blooming. What more motivation does one need to get in that TC and feel the wind in your face?



Steve S.



tcTECHTALK

with Mike Goodman



MAKE YOUR TC GO FASTER.....

There are many ways to improve the performance of the XPAG engine. Remember, horse power costs money. The TC originally produced 54.4 HP. The TD MKII produced 57 HP. To produce 5 1/2 % increase the factory increased the size of the valves allowing the engine to breathe better. The valve springs were a little heavier allowing a little higher RPM without floating the valves. It also had a better performing cam shaft and larger carburetors.

Most of these modifications can be made to your TC without a large outlay of money. The majority of the work is on the cylinder head. A qualified automotive machine shop can install the larger valves. The exhaust valves should be upgraded to the stellite faced valves and hardened exhaust valve seats should be installed. The reason for this upgrade is the modern, non-leaded fuel which burns much hotter, and lacks the lead in the fuel which served as a cushion and lubricant for the valves and guide assembly. The valve guides should be replaced with a manganese bronze type as this is self-lubricating material. The cylinder head can be milled slightly to raise the compression.

The TC cam can be upgraded for more performance. The standard grind will give a smooth idle while the 3/4 grind will give a little more performance and a little rougher idle. The cam shaft can be changed without removing the engine. The radiator assembly and the oil pan need to be removed.

The TC came fitted with a 1 1/4 carburetor. The TD MKII was fitted with an 1 1/2 diameter carburetor. The 1 1/2 carburetor will fit the TC intake manifold. The inside diameters of the manifold will have to be enlarged to allow the engine to breathe properly. This can be done with a die grinder.

The distributor can be reworked to give you a better advance curve. The distributor timing can be increased from TDC to about 8 degrees. This can be done because of the higher octane of the fuel today.

The next step to increase the horsepower is to install a supercharger. There are several brands on the market. Supercharging raises the compression. The engine needs to be in good condition to add a supercharger as it puts a strain on many of the parts.

The engine block can be modified to accept the larger TF 1500 pistons. This will raise the horsepower to 63 which is about a 10% increase. This is a costly procedure and should only be done during a complete rebuild.

This is just an overview of some of the options to raise the horsepower. If you have done one or more of the above, you may also consider one more modification to make your TC go faster:

4 The rear end ratio can also be changed to a higher ratio which will give you a higher top speed with a small loss at the lower end. **00**

and.....MAKE YOUR TC STOP QUICKER

Most TC's are braking on the front wheels only. There is so much oil on the rear shoes that they are not effective. There are several problems leading to this oil leak. First the axles need to be tight in the outer hubs. The tapered conversion axles are the best solution. The factory installed a small bushing with a spiral groove in it about an inch from the outer end. Their theory was that the spiral groove would wind the oil back into the rear end. When everything was new and tight, this worked to a point. When you backed up, the oil was pulled to the outside thru the groove. Most modern cars have a lip seal at the outer end which seals on the axle shaft. I modified my TC by machining the housing and installing such a seal. Several members came up with a simpler solution. A new inner hub nut was machined with a seal in the nut. This was fairly effective on the cars with the tapered axles. The cars fitted with the original axle had a problem as the seal would rub the axle where the splines are. A speedi sleeve (a metal sleeve that is pressed on the axle where the splines are) could be installed for the seal to ride on. There is a large bearing in the inner hub which supports the outer axle/hub assembly. This bearing is lubricated by the oil that works its way past the bushing. A sealed bearing (a bearing that is pre-lubricated and has plastic seals over the balls to keep the lubricant in) needs to be installed. The bearing needs to be a press fit onto the rear end housing. If it is loose, bearing lock tite (a glue made to hold loose bearings to their mated housings) can be used.

When doing a brake examination, several items need to be checked. There are three flexible hoses, one to each front wheel and one to the differential housing. These hoses should be dry and flexible (not stiff). The wheel cylinders should show no signs of brake fluid leakage and the outer pistons need to be free. If the wheel cylinders show signs of leakage, dismantle them being very careful of the thin metal brake cup expander. The cylinders need to be honed (a process to refinish the bore of the cylinder). If the cylinders are pitted, they will need to be replaced or sleeved to obtain a smooth bore. The brake shoes must be dry. If there is oil or brake fluid on them, they will need to be relined. They need to have about 3/16 lining material on the shoes. The brake material needs to be a soft material. Some members have used lining material from a fork lift. The shoes need to be fitted to the brake drums for total contact. (This process is called arcing.)

The master cylinder is a metal cylinder with a tin can reservoir soldered to it. The cylinder needs to be examined carefully for leaks and/or damage to the reservoir. The inside bore of the master cylinder needs to be free of pitting. If the bore is pitted, the cylinder needs to be replaced or repaired. The steel cylinder can be replaced or sleeved by unsoldering the cylinder from the can reservoir. When reinstalling the master cylinder, the actuating rod needs to be adjusted to give about 3/16 of an inch of free play (clearance between the rod and the cylinder.)

The brake drums on the MG TC were pressed steel. (Most brake drums are cast iron.) Steel will not dissipate the heat generated in braking as well as a cast iron. These drums cannot be machined in the same process as a cast iron drum. The other problem is that when they are machined, they become thinner and will go out of shape quicker. In the early days of the TC, an after market company supplied an aluminum drum with a cast iron liner. These drums (alfin) had cooling fins to help dissipate the heat. These drums worked fairly well. Today, there are several companies reproducing these drums. The Datsun 240 -260-280 Z was fitted with an aluminum drum with a cast iron liner and a cooling fin. This drum was very close in measurements to the TC drum. With very little modification, these drums can be fitted to the TC. These drums work very well. **00**

LAWYERING UP: (This caution may seem superfluous, but our Club attorney thinks it's a good idea.) "These suggestions for making your TC stop are intended as general observations on the TC braking system and its problems. Obviously, they are not intended as step-by-step instructions, like the ones you get from IKEA. Reading them will not make you a brake mechanic and the fixes suggested should only be done by an experienced brake mechanic. If you're not one (and most of us aren't) then, as they say, don't try this at home! Amateur brake work can cause you to run into things - and people. Not a good practice."



T-Type Q&As

T-facts you should know without "Googling"
Compiled by Dave Michel

Why was the “T” series so popular?

The MG T series was largely responsible for introducing the low cost open two-seater sports car to a worldwide audience.

When and how many “T” series units were manufactured?

Between 1936 and 1955 only 52,646 units were produced.

If there was a model “TC” was there a TA, TB, TD, etc?

Yes. The TA was introduced in 1936 and 3003 units were manufactured between then and 1939 when the TB (with minor changes, most notably the new XPAG engine) was introduced. However, World War II interrupted TB production in 1939 after only four months of production and only 379 units manufactured. The TC followed immediately after the end of World War II. The TD model was introduced in 1950. There was no TE (Some suggest that this was for fear the initials might be ridiculed.) The final T series was the TF, introduced in September, 1953.

How many “T” units survive?

The general consensus is that less then one-half survive and fewer than that of the older models such as the TA, TB and TC.

How many TCs were manufactured?

10,000 -- or fewer than 20% of the total “T” Series production.

If 10,000 TCs were produced how many were exported and to where?

6,593 were exported of which 1820 (2001 by some accounts) were shipped to the U.S. Therefore, approximately 67% of all TC production was exported from Britain to other countries of which 28% went to the United States. The top five countries for export were:

	1945	1946	1947	1948	1949	Total	%
USA	0	20	234	1143	423	1820	28%
Australia	2	108	165	599	900	1744	27%
S. Africa	0	83	139	241	154	617	9%
Switzerland	2	59	142	130	75	408	6%
Belgium	0	27	122	104	33	286	4%
Total		4	297	802	2217	1594	4875
Total Exports	23	610	1162	2815	1883	6593	

If there were only 10,000 TCs built why do the chassis numbers go all the way to 10,251?

6 Because they started with the chassis No. 0251 vs. 001. Folklore has it that the Abingdon factory telephone number was 251. The TA and TB models also started with 0251.

T-TYPE Q&As CONTINUED

When did MG start production of TCs?

MG decided on a speedy return to sports car production after its detour to tank production during World War II. They accomplished this by using the existing pre-war TB design and incorporating only modest changes and improvements to make the car more attractive to post-war buyers. This strategy permitted MG to return to production in September, 1945 -- only four months after the end of hostilities in Europe. By this time, however, the classic “T” design was already nine years old and with the TC, the series would be maintained another four years.

What were the changes incorporated into the TC?

Again, the TC looks almost exactly like a 1939 TB or even the original TA from 1936. The most significant change was that the body was widened by almost four inches (to 44 inches) across the seats. This was done without changing the basic chassis, wings or running boards with the exception of a slightly narrower running board design that only permitted two tread strips versus the three on pre-war TA and TBs. Other modifications included putting a single 12-volt battery and box under the bonnet in place of twin 6 volt batteries which had been carried on a tray on the chassis by the rear axle. There were also selected suspension changes and increased use of rubber, given its greater testing and utilization as a result of World War II.

Were any TCs made with left-hand drive?

No. The first left-hand drive model was the TD, again, introduced in 1950.

Were they are many options available on the TC?

No. Unlike the TA and the TB, which had several options (Bonnet strap, cigar lighter, full length tonneau cover with a zipper, oil thermometer, radio, second spare wheel, etc.), options were essentially limited to a luggage carrier and a “Radio-mobile” radio (installed under the dashboard). Given the demand for the postwar TC you took it “as is.”

I know that I have seen other TCs with electric turn signals. Were they original?

No. The only TCs with factory installed electric turn signals were the 494 special EXU models for the North American market. Many TCs however were retrofitted given the obvious safety advantages of turn signals.

Besides being the car that introduced sports motoring to America, what other distinction has the TC won?


The MG TC is one of only nine cars originally selected for the Milestone Car Society. It was nominated based on its strength of design and performance. In addition, in 1951, the TC was chosen as one of eight automobiles for the New York Museum of Modern Art exhibit of classic design. 00





What's Happening in Gorden Bundy's *mg*WORKSHOP

Notes from the slippery slope of engine swapping



For some years I have had an itch to give the TC a bit more power and reliability. Others have done this. Others have repowered with Ford V8 60, volvo, MG Midget and Fiat 124. Walt Huff has used Datsun B-210 engine and 5 speed transmissions successfully in several TDs and TFs. The B-210 engine looked to be a good candidate. However the external oil pump at the front right side of the block interferes with the steering box. So, unless one is willing to switch to rack and pinion steering, there is a real problem here. Well now, are we going to let a little setback like this stop us? Hell no. Onward to the junk yards of the world in search of the “perfect” engine.

Here, let me digress a bit in order to point out one of the world's great values in entertainment. For one lousy buck you can fantasize all day long in an Ecology auto wrecking yard. For you ladies who want to get that puppy dog husband out from under your feet, this solution is way cheaper than green fees.

The engine finally selected is a Toyota 4AGE. The application for this engine was the MR-2, Corolla FX and the front engine/rear drive Corolla GTS. The latter along with a Sprite rear end is now in the car. In picture 1, you will see the engine/trans being installed for the twentyth (and last) time. In order to install the kick board, a.k.a. fire wall, (Picture 2) it must go in along with the engine

The engine was originally electronically fuel injected. It now has a twin choke downdraft Webber carb. A crank sensor ignition is now in place as is an exhaust header. The cooling system is pressurized at 6 pounds with an electric fan and shroud.

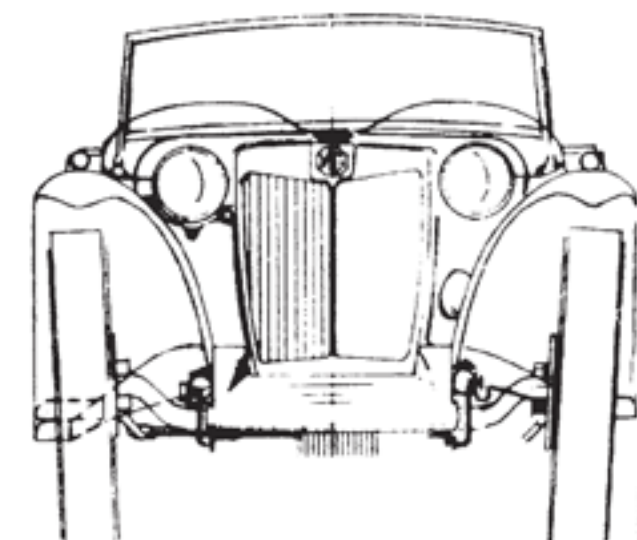
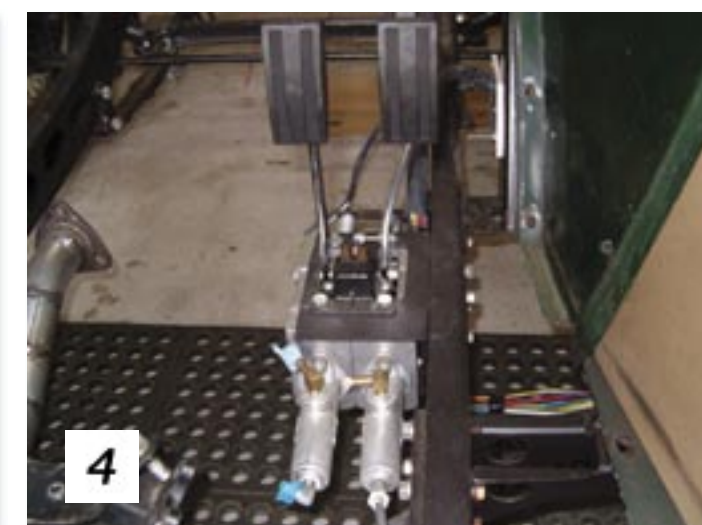
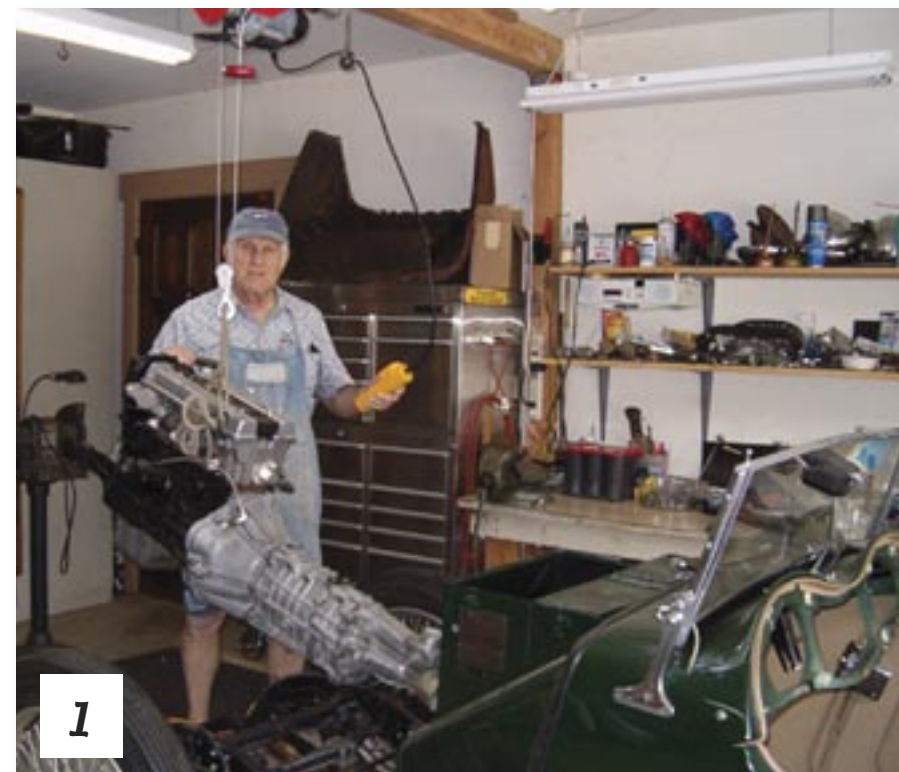
I ☐ The spark plug wires travel from the engine thru the battery box (under the battery) and connects to the coils inside the car.

Picture 4 shows the pedals/master cylinder assembly. (Note 2 masters) The right is brakes and the left feeds the Toyota hydraulic clutch. The exhaust is on the left side of the car and all other systems travel fore and aft along the inside of the right frame rail. Custom transmission and propeller shaft tunnels and floorboards are yet to be fabricated.

Several pieces of the body were nicked and dinged, so off to Henry's body shop in Van Nuys for respray. When finished the car will look pretty much stock except for a carpeted transmission tunnel and speedo and electronic tach which are a little off original. Also the exhaust is on the wrong side. (Picture 5)

Will all of this stuff work? Well, on my good days I have delusions of traveling all across the land at 70+ mph for days on end with no problems. Hills, like “the grapevine” coming back from Yosemite, will no longer be taken at 45 mph in 3rd with trucks trying to run me down. 65 to 70 no problem. But what about the bad days?

For openers, the whole thing may not work. If it works, it may overheat. It may break the rear axles or collapse the rear wire wheels. If it doesn't work you will see me in the car returned to dead stock, refusing to talk about the experience.





Photos by
the Simmons'
the Thelanders,
and Toni Appell

Spring Motoring with the TCMG

HOLLYWOOD HILLS



Pete Thelander's TC and Ernie Page's TF wait at the start of the VMG-TCMG Hollywood Hills Run.



Tour leader, Evan Humphreys of VMG assembles the group for a drivers' meeting.



A lively gathering in the Humphreys' kitchen.



Ernie Page seems ready for a mid-tour rest stop.

J. PAUL GETTY VILLA



The McCannes and Lutzes (Left above) and the Appells, Glasses and Wilmers (Right above) pose for pictures at the the Villa's up-scale new lunch facility.



The Villa's huge, new reception building.



A world-class bronze. (Write your own caption?)

BUTTONWILLOW



Gene Olson waits his turn on the grid for his laps during the lunch break.



The Thelanders suited up for the event in their period "MG Racing Team" garb.



Pete takes the chequered flag in his MG NE at the finish of the Pre-War Class race .



Simmons' win 1st in Class in the car show with their MGC Sebring. (Note trophy on bonnet.)

aprilPROGRAM

TCMG MEMBERS ROLL OUT THEIR "OTHER" HOBBIES

Photos by David Edgar



Left: Fran brought her unique MG key fob collection while Carolyn (Above) displayed her vast array of sugar bowls and creamers.



Above left: Vintage camera buff, Pete T. brought a wide variety of collectable cameras; Above center and right: George Kershaw exhibits his mounted collection of MG pins and badges and holds up one of his favorites; Below L to R: Ron Simon adds his antique camera collection to the "show and tell"; Pete R. has photos of his real midgets which he still races; Both Tony and Lloyd show their model racer collections.



tcmgBUSINESS

MINUTES OF THE APRIL MEETING

President Steve Simmons called the meeting to order at 8:23 p.m. Steve thanked Ron Simon for filling in for him last month. No mail tonight as Harvey said he left it at home. Minutes were accepted as printed in the Midget Chassis.

Events:

- The wildflower and cherry picking tours are indefinite and if they happen at all it will be at the last minute.
- There will be a joint event with the Vintage MG Club to the Mercedes Classic Center in Irvine on Saturday May 12.
- A tour to Mt Wilson is planned for June 2. Steve's father will guide this tour.
- On July 28 the club will explore Will Rogers Park.
- Jack Artzen invited those who are interested, to a tour of the Jet Propulsion Laboratory on Thursday, June 14. This is also a joint venture with the Vintage MG Club.

Our guest tonight is Ron Wong who is looking for a TC. Treasurer, Joyce Edgar, posted the report on the wall for all to read.

- There are 110 members, 13 of which are associates.
- Expenses for the newsletter will be increasing.
- The Conclave rooms range from \$109-\$139. The menu for the dinner was passed around. Everyone was invited to vote for their favorite.

The holiday party is slated for Dec.1. Larry Einhorn will be the auctioneer this year.

Two members are leading groups to the GoF West in Park City this year.

- Lloyd Hendrickson has laid out a route leaving Saturday morning, staying overnight in Mesquite. The second night's stay is in Nephi leaving a half day to get to Park City.
- Pete Thelander is leaving Thursday with stops in Las Vegas, then, Bryce and Zion National Parks.

Joe Douglas brought in a newspaper article on the Chinese MG, which is going into production soon.

It was moved, seconded and passed to approve the proposal to increase the GoF West steering committee membership by having the GoF chairmen serve for three years.

Harvey Schnaer brought one of the TCMG history books for everyone to see.

Next month's program will be a slide show of the history of Mt. Wilson narrated by Steve's father. This is in preparation for the tour in June.

Meeting adjourned at 8:55 p.m. so we can all sample Linda Simmons' wonderful goodies. Submitted by:

The Edgars show off their high tech tandem bike. Fran Thelander



Would you believe Linda's "Salmon Tea Sandwiches with capers, onion and caviar?" But no champagne!



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It's not too late to plan for GoF West 2007

Use the form below to register for this major MG event. To reserve your room at the Canyons Grand Summit Hotel, call the hotel directly at 435-649-5400. Rooms are available for the low rate of \$99, or \$195 for a one bedroom suite, plus applicable taxes. Be sure to mention that you are with GoF West. For more information on the event, please download the latest GoF West Gazette at: <http://www.gofwest2007.com/Fall2006Gazette.pdf>

REGISTRATION FORM



GoF West 2007
The Canyons
Park City, Utah
July 2 - 6, 2007

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Is this your first GoF? Yes _____ No _____
Any comments or Questions: _____
How many attended? _____

Send Registration Form and \$45 Registration Fees to:
Floyd Inman, 1163 S. 650 West, Heber City, UT 84032 - 435-654-7086

comingEVENTS

Workshop Tour

May 12th
Mercedes Museum &
Restoration Shop Tour
10am at the Museum

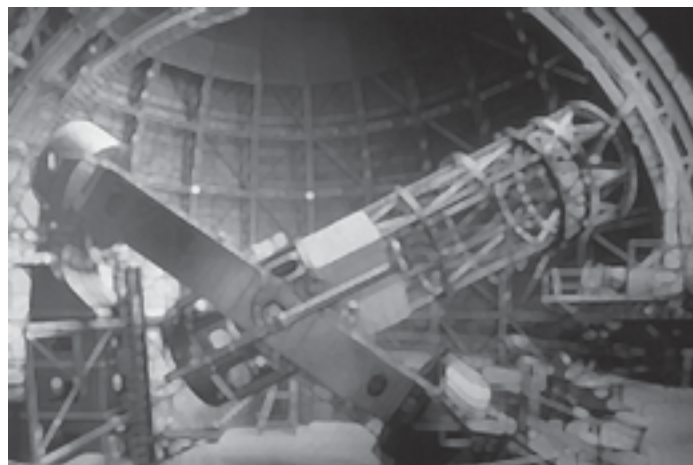


For more information and to RSVP contact:
Gene Olson at: olson_g@msn.com
or 805-522-8052

Monthly Event

June 2nd

Join the TC Motoring Guild on a visit to the Mount Wilson Observatory led by Mike Simmons (Steve's Dad). Members of the Vintage MG club are also welcome.



Note: Get a preview of this VIP tour by attending the May 22nd TCMG meeting in Montrose where Mr. Simmons will be the guest speaker. (See back cover for details.)

Local Concours

2ND ANNUAL
LOS ANGELES CONCOURS
D'ELEGANCE



ROSE BOWL, PASADENA, CA
JUNE 3, 2007

For directions, go to the event's
website at: /www.laconcours.com

Annual Conclave



Don't put it off! Only 20 rooms reserved.

Full room and price information information can be
found on our website at:
<http://www.tcmotoringguild.org/flyer.conclave07.htm>

Members' Ads

FOR SALE



Original TC Bishop Cam Steering Box
with Tompkins Kit and column. All was
working when it was removed to put in a
Datsun steering box. Box would probably
need to be rebuilt to get rid of excess play.
Make an offer. Contact Larry Einhorn at:
818-883-9999 or goodeats@usa.net

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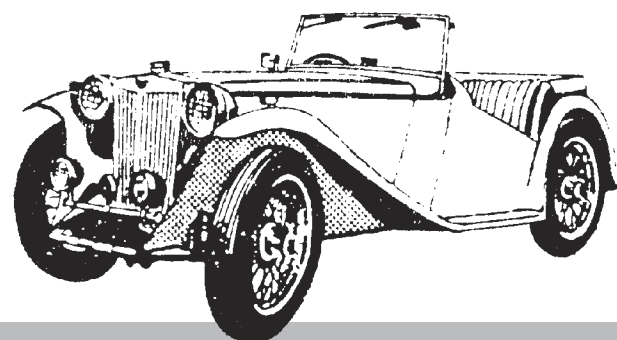
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So, you're going to show your TC?
Here are some things to consider
while preparing your car for a

CONCOURS d'ELEGANCE



By Mike Goodman

Concours judges look for cleanliness, originality, quality of paint and chrome, condition of upholstery, top, tonneau, wheels and tires and proper engine components.

Let's start with cleanliness. Locate a high pressure washer. Use a soap that will not damage the paint. Clean the underside of the car including under the fenders and the frame rails. Clean the engine and the firewall. Remove all the wheels. Clean the wheels and brake drums. All the suspension parts are black. Most of the brake drums are black. You can use a good grade of enamel in a spray can. The spray cans that use a lacquer and lacquer solvent can cause the old paint to lift. Cover the areas that you do not want black and spray the rest.

The later TCs had a dark red engine. Moss Motors sells this paint. The early TCs had a light green engine. This color will have to be formulated. Remove the generator and re-paint black. Mask the aluminum timing cover and the oil pan. These parts were not painted. Spray the engine the proper color (*See Ed. Note below*) and the accessories black. Spray items such as the oil filter the proper colors.

Originality is a very important part of a show car. Do the best you can. Do not wave a flag with obvious wrong parts. Example: the car has a TD generator which is smaller than the TC generator. If you have a Datsun steering gear, you are going to have to live with it.

The cars came with Dunlop tires. Another brand will cause a loss of points. But remember, we're talking about a club concours, not Pebble Beach.

The paint should be one of the original colors. The car should be polished to give the best finish possible. The under side of the hood and fenders should be the same color as the top side. A light coat of clear paint will help the underside. Clean the chrome and glass the best possible. Glass wax is a good chrome cleaner. Triple 000 steel wool works well also. The wheels can be repainted with a quality spray can. Remember, use enamel only as lacquer may lift old paint.

The upholstery needs to be cleaned, carpets vacuumed, the top, curtains and tonneau as clean as possible. The top, curtains and tonneau should all be tan canvas. Use a quality leather preservative such as Hyde Food on all the leather components and a good vinyl cleaner/preservative on the rest of the interior. A carpet dye can be used to freshen the carpet.

Examine all the rubber mounting pads and replace the cracked ones.

All of the above will make you proud of your TC and may win you a trophy. **00**

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J.C. Taylor Antique Auto Insurance has been insuring collector vehicles for nearly fifty years. We understand our customers, and the connection *you* have with your **TC**. It's your memory scrapbook, your time machine. It's your passion and *ours*.

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Tuesday, May 22nd

A History of the Mount Wilson Observatory

A slide-illustrated talk by
Mike Simmons whose credits include:

President of the Mount Wilson Observatory Association, President of the Los Angeles Astronomical Society, Founder of Astronomers Without Borders and employed by the Griffith Observatory.

Mr. Simmons will also be our guide on a VIP tour of the Mt. Wilson observatory at our June event on Saturday, June 2nd.

Citibank Community Room
2350 Honolulu Avenue, Montrose

Enter from the back of the building and go downstairs.
GPS Coordinates: N 34.206 W 118.229

Midget Chassis/Classic Chassis

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