

The Midget Chassis

David Edgar, Co-Editor
1454 Chase Terrace
El Cajon, CA 92020



First Class Mail

TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

March 2007



"Stunt Road Rest Stop"

Photo by Ron Simon

Four TCs, a BGT, a Fermaz plus assorted vehicles from the non-sporting group kicked off the Guild's motoring season with a run over the Santa Monica Mts. on a near perfect day with plenty of time left to have lunch in Malibu and still make it home for the Super Bowl kickoff. What a day!

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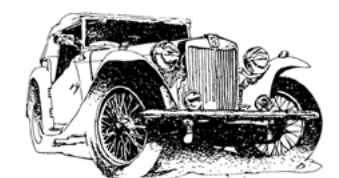
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**The
 MIDGET CHASSIS
 March 2007**

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 April Midget Chassis
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www.tcmotoringguild.org/tclinicindex.html

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

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"MGTC Specifications"

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TCMG Cloth Emblem \$4.75

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 U.S. postage is included in prices (international postage is extra)

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:

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President's Message

With the passing of time comes an ever increasing advancement in technology. New designs and materials make our old MGs increasingly obsolete in the eyes of the average person. For me, the very fact that our cars are distanced from the modern world and essentially immune to its ever changing technology is an important reason to own one.

To those who don't know the joy that comes from driving a TC, these cars wouldn't make sense. My car is not fast. It can't outmaneuver a new econo-box. It isn't even particularly comfortable on anything but the smoothest roads. It doesn't keep me cool in the summer, warm in the winter or dry when it rains. But the lack of such luxuries is not what remains in my thoughts after a long day in the saddle. What does remain is the pure simplicity of man and machine, working as one for mutual enjoyment. Yes, I'm a hopeless romantic when it comes to such things.

But in a fast paced world of computer technology, plastic money and a stressed-out population, all tied together by a network that never sleeps, we need relief. A simple act like climbing into the cockpit of an MG TC for a few hours a week can change your entire outlook on life and wash away the stress of the modern world.

I often find myself daydreaming of the sound of the wind, the roar of the engine and the whine of the gearbox. I recall the sights and smells of the world as I have journeyed through it, not separated from, but exposed to its splendor by way of a minimalist approach... open cockpit, low cut doors and no radio. I prefer it this way to a climate controlled artificial environment within a rolling cocoon.

All you need to enjoy yourself in an MG is a love for the past and an open road. And don't forget your sense of adventure. You'll need it when you're soaking wet, lying in the mud repairing a melted wiring harness!

Steve Simmons

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January Meeting Program

June Matthews

was our speaker for the night and she was MARVELOUS! Her long history with MGs, Morgans, Daimlers and her tales of other delightful cars, as well as bi-planes and a host of other activities, were enjoyed by all.



June is still quite active at age 87!



Pete Henderson and Bill Rissier



Bobbie Simmon was all too happy to hand over the First Lady duties.



Charles Duvall and Pete Thelander



Steve may never be voted out of office as first lady Linda wowed us with a magnificent spread of homemade refreshments.

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January Meeting Minutes



The meeting was called to order at 8:10 by President **Ron Simon**. He introduced the new President, **Steve Simmons**, and promptly handed him the gavel and turned the meeting over to him. After a few brief remarks that largely echoed his message in the Chassis, he reported on the mail received. It consisted of only a few magazines.

Ron completes his 4th term as president. Guests were welcomed and introduced, including the speaker for the evening program, **June Mathews** (right).

Outgoing Secretary, **Steve Simmons**, reported there was no meeting last month to record. The minutes of the November meeting were approved as published in the Chassis.

Treasurer, **Joyce Edgar**, had posted the recap for 2006 and proposed budget. We have current total assets of \$6087.76. Final membership for the year was 110, with 14 non-owners, including **Bob Mc Karney** and **Clarence Weiss** who have recently sold their TCs.

Events Chairman, **Gene Olson** announced the Lame Duck for January 35th. No events beyond that are firm as yet, but a number of ideas were proposed and discussed.

No one has come forward to do meeting programs. There was a brief discussion of some possible ideas.

No old or new business was brought up. The meeting was adjourned at 8:45 for refreshments and raffle.



Steve begins his 1st (but not last) term.

The program was a talk by June Mathews on her experiences with a J2 and a supercharged PA prior and as a staff driver in WW II. It was a very interesting and well done presentation.

Respectfully submitted by,

Pete Thelander, Deputy Assistant Secretary to the REAL Secretary.



The McCannes give their enthusiastic approval.

Photos by David Edgar

February Meeting Tuesday the 27th 8:00 PM

The meeting program was not confirmed at press time but we definitely will have something of interest to make attendance worth while. (Linda's refreshments?) Be there or we may talk about YOU !!



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a gentle reminder....

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Don McLish signs his check for 2007. Have you sent yours in yet?

Upcoming Shows & TCMG Events

March TCMG Event.....TBA

April 15.....San Diego Rolling Car Day www.sandiegobritishcarda.org/RBCD2007.pdf

April 21.....Metropolitan Club of SoCal Micro Car Show West Covina www.metro.nash.org/misc/carshow.htm

April 22 TCMG Event.....TCMG Gets Culture: Getty Villa Tour and Lunch. Flyer coming

May 5-6.....Moss British Extravaganza Buttonwillow www.vararacing.com/2007_schedule_master.jpg

May 18-20.....North Meets South: Paradise British car Show Buelton

May TCMG Event.....Mercedes Restoration Shop Tour
(For more information email Gene at olson_g@msn.com)

The Rare EXU

Data compiled by Mike Losey

In 1948, the U.S. market of 1143 TCs was almost twice the size of any other export market. Second Was Australia with 599 units. The U.S. market was also larger than combined markets worldwide. Because the U.S. was such a big market and notwithstanding the fact that the TC model was nearing its demise, based on feedback from the important American market, a special TC was created for the North American market.

Beginning in December 1948 with chassis number 7380, the improvements summarized below were incorporated into the 494 special export units.

Such cars were recognized under the coding "EXU" for export unit, and stamped with the chassis number on the guarantee plate.

They differed from other TC models as follows:



- * Full-width bumpers, front and rear.
- * Central MG medallion on rear bumper (some suggest one of the rarest items of any MG).
- * Two Lucas Windtone horns mounted under the bonnet instead of on the badge bar.
- * Steering wheel in gold pearl finish instead of black.

* Rear number-plate mounted centrally above the rear bumper with Lucas number/license plate lamps above it.

* Lucas type S.700 head-lamps.

* Lucas type 482-1 stop and tail lamps mounted on each side at the top of the petrol tank.

* Laminated (versus toughened) windshield glass.

* Badge bar, fog lamp and external horn deleted.

* No "Thirtelite," but two map reading lamps.

* Rear-view mirror above dashboard.

* Flashing directional indicator (turn signal) switch with built-in warning lamp in place of inspection lamp socket.

* High-beam warning lamp (versus fog lamp switch).

* Instrument panel rearranged:

- o Ammeter and oil gauge mounted in center;
- o Ignition and lighting switch on the outside left;
- o Horn push and dip switch on right.



6 How many EXU models still exist is anyone's guess.

a change had been made they would have changed the part number. And finally, the PA/PB parts book even says rubber. Another observation was that 'cloth webbing was seen on only a few of the very early cars. The rubber lacing that the factory used was thinner than supplied today. The thicker rubber worked OK on the TC's but when used on the TF's, the hood set up a little too high at the curve. The EXU's all had rubber lacing.'

So what is correct? How do you explain the fact that canvas was seen in some TC's to include photographs and yet the parts book and known original cars where definitely rubber. I have pondered this for weeks and had numerous conversations and correspondence with some of the most knowledgeable MG enthusiasts/pioneers. I have concluded the following which is my opinion based on my research.



The prewar MG's used canvas lacing in the radiator shell. After the war early TC's still used the canvas lacing which was left over from prior production. When the supply ran out, the canvas was then permanently replaced by rubber. The photographs mentioned above would then be correct for the cars if early TC's. They would also be correct if they were trying to duplicate the original canvas known of the early cars.

But, how do you explain the parts books for the prewar cars showing rubber. Well, if you look at the date that the parts books were printed this will answer the question.

For example, my parts book for the TC shows printed in 1949 and was the fourth printing. Obviously rubber had replaced the canvas by then and thus the parts book calls for rubber radiator lacing regardless of year TC because that was the current part. Therefore, this would make rubber the current part (at the time of printing) for prewar. In other words, a newer and updated printing would have shown rubber for the parts for the pre-war cars. (This is speculation on my part because I have not seen an original printed parts manual for a pre-war car.) So the parts manuals are not definitive, nor are the photos in the MG books. But together this all seems to make sense and explain why the TC has been seen with and without canvas lacing.

As with many "T Topics", discussion and debate will continue. I will leave the final opinion as to correctness to the reader. Also, any final decision as to what should be used as the correct webbing for each car will rest with the owner. I want to thank those individuals that took the time to comment. I would welcome any related stories or further comments on the subject.

dougpelton@cox.net

1948 TC 7410 EXU Dec 48 / 1949 TC 7670 EXU Jan 49



More Originality: **Radiator Webbing**

by Doug Pelton

Was the original radiator lacing made of canvas or rubber? I recently researched and wrote a summary on what I found to be the original type of material

for the TC radiator lacing. After drawing my conclusions, I received additional comments which indicated that my findings may not be accurate. As I continue to restore TC 7670 to its original glory, I would like to replicate its original lacing and hence my continuing research. The following information is offered as to my final conclusions on the subject of radiator lacing.

Was the original lacing a woven canvas material? What do the books say? First, let me point out that the subject is not specifically addressed in any of the MG books of Sherrell, Clausager, and Willmer. The obvious absence of the subject in their writings highlights the fact that it is rarely a topic of concern. As someone commented, "who really cares?" I thought it would be definitive to find some original TC photos of the radiator area. Here's what I found.

1. TC's Forever, Mike Sherrell, shows the same TC on pages 115, 124, 244. It is obvious the car was restored and the lacing appears to be of woven material.
2. Original MG T Series, Anders Clausager, TC page 27, another restored TC with woven fabric.
3. MG T Series in Detail, Paddy Willmer, TB pages 55 & 56 shows fabric webbing. The TC on page 77, which is also restored, shows light brown woven webbing in the bottom right corner of photo.

I should be quick to point out that these photos do not prove that canvas webbing was original. It only shows that the restored cars used canvas webbing for the restoration. But why was this? Did the individual restoring the car try to replicate what he knew to be original or simply that the canvas webbing had a more appealing or classic look?

Or was the original lacing rubber? It is known that many factory delivered TC's had rubber lacing. Also, the PA, PB, TA, TB and TC parts books all call for the same part. If

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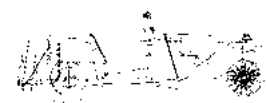
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2nd Annual **Los Angeles Concours d'Elegance** Rose Bowl, Pasadena, CA June 3, 2007

Esther Belland, a long-time volunteer for the Assistance League of Southern California, reminds us that it's not too early to start preparing our TCs for this year's event. Last year the TCMG had four cars participating. See www.laconcours.com for entry forms and information. Application deadline: April 10th.



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Vintage MG member and current TD owner, Earl Moore of Hacienda Heights, California, would like to upgrade his collection with the purchase of a TC. If you have or know of one for sale, please contact him at: Phone: 626-336-4684 Email: jmpoetique@msn.com

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At the Morgan Center rendezvous, Bobbie's story upstages the one-of-a-kind Fermaz in the foreground.



Simons' new MINI 'S' is abandoned for their topless TC. Better for a sunny day enroute to Malibu.



Steve Simmons ponders a troublesome shock arm. Gene Olson says, "They all do that."

8

Da Finchy Ode

The weather was gorgeous for the February 4th Lame Duck rally. Four TCs turned out: Bobbie and Ron Simon, Linda and Steve Simmons, Betsy and Jon Lutz, and Gene Olson. Also showing up despite the Superbowl were Norma and Jim Crandall, Toni and Mel Appell, Charlotte and Bob Wilmer, and Lucy and Dave McCanne. Contestants were given the challenge of solving the Da Finchy Ode. By collecting clues along the route they would be able to fill in the blanks to complete the poem. To appropriately prepare puzzled participants, and put people in the proper poetic state of mind contestants were given the perfect poem:

*"If it sounds so bad the birds take flight;
for this here poem it must be right."*

When the groaning ceased we started, and almost immediately lost Wilmers, Crandalls and McCannes. Others proceeded up Pacific Coast Highway, Topanga Canyon, and Fernwood Pacific to spectacular views of the coast down to Palos Verde and Catalina Island.

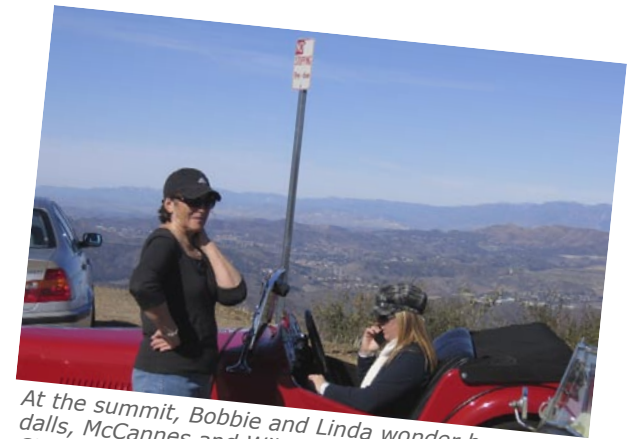
by Gene Olson

Photos by Jim Crandall,
Ron Simon,
Steve Simmons

At Stunt Road we parked for picture opportunities and in hopes of collecting our wayward travelers (They were not lost, just a little bewildered). Several people stopped to see the collected TCs, including an Ariel Atom (an open formula One car with tiny fenders) driven by Jay Leno. He was wearing a Highway Patrol badge replica, which, he explained, helped him talk his way out of tickets. Who is going to give Jay Leno a ticket? After finally reaching our lost souls on cell phone and arranging to meet at Coogie's Restaurant in Malibu, we continued up Piuma road and on to Mullholland Hwy.

We finally arrived to eat at the lovely local spot recommended by the Crandalls. It was excellent. After the usual gorging, poetic entries were collected. This year's Lame Duck winner is Linda Simmons giving the official Da Finchy Ode:

*Dear Ron of presidential fame;
You lost your job so now you're lame.*



At the summit, Bobbie and Linda wonder how Crandalls, McCannes and Wilmers got lost. Where are the CBs when you need them?



Jay Leno in his (?street legal?) Ariel Atom pauses for a look at our TCs.



"Table for sixteen, please!" No problem for a helpful Coogie's staff on a crowded Sunday afternoon.

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