



TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

November 2007



This exeptional shot from the cockpit of the Simon TC previews our two part coverage of the 2007 TCMG/ARR Conclave at Morro Bay. Look for more photos of this traditional event inside and also in the Winter '07 Classic Chassis.

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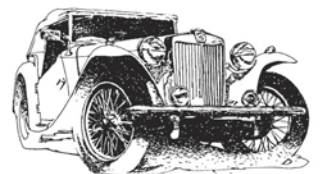
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The MIDGET CHASSIS November 2007

Published in Southern California by the TC Motoring Guild, PO Box Number 3452, Van Nuys, California 91407.

The Classic Chassis is published semi-annually and The Midget Chassis fills in on the remaining 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
submissions to the
semi-annual
Classic Chassis
is November 10th!*



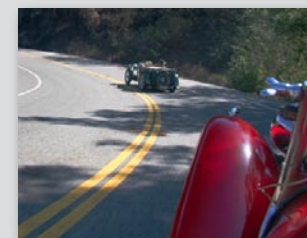
President's Message

As I began to write yet another President's message, I came down with an immediate case of writer's block. This isn't the first time and it certainly won't be the last. One thing I have gained from this condition is a great respect for those who have been writing these things for several decades!

The 51st annual TCMG / ARR Conclave is behind us and what a great event it was! The scenery and weather were spectacular, as was the outstanding winery tour organized by our northern friends. Linda and I thought we had escaped one event without driving dirt roads, but it was not to be. Road construction put us off the pavement for a bit on the return trip. That was trivial compared to the challenge of driving Santa Rosa Creek Road, which was an optional loop on the tour. I believe I finally found the limit of the TC braking system while descending a section of that road.

Next year's conclave is already in the works so mark those calendars. And while you're at it, don't forget to make your holiday party reservations. It's sure to be a great time as always!

Steve Simmons



2007 TCMG OFFICERS & CHAIRS

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AND

While you're at it, consider a near-new set of 16" original equipment Goodyear run-flats for half the retail price. Your modern Mini Cooper will ride just like your vintage MG TC! Contact Jim at (805) 469-3814

October Meeting

Tuesday the 23th

8:00 PM

The October meeting is the annual Halloween Potluck and Costume Party. A sign-up sheet for food items to bring was passed around. Those not at the meeting can call Linda Simmons (818 313-9967) to sign up for the potluck.



Also for **November**, another informal visit with automobile collector and photographer extraordinaire, Bobbie'dine Rodda.

Citibank Community Room
2350 Honolulu Ave. Montrose
Enter from the back of the building and go downstairs
GPS: N 34.206 / W 118.229

TCMG HOLIDAY PARTY



on Saturday, the 1st day of December in merry auld San Diego. (left)

Town and Country Resort Hotel
500 Hotel Circle, San Diego, CA

* Room Reservations:

(800) 772-8527

\$119 for one night

\$189 for two nights

(Mention the TCMG Group)

* Dinner Reservations

Check to TCMG, mail to:

TCMG c/o Joyce Edgar

1454 Chase Terrace

El Cajon, CA 92020

Deadline: November 23rd

Dinners are \$28 for members.

Please check with Joyce for non-member pricing.

☐ SALMON FILET

☐ BEEF TENDERLOIN

☐ VEGGIE

Why not make a weekend of it?

Casual gathering on Sunday at 11:00am for fun and eats at David & Joyce's home. Please RSVP (619) 593-8255 or djedgar@pacbell.net

Whitworth vs. Metric Bolts

One of the first things you hear about when you buy a TC is that our TCs are filled with Whitworth fasteners. Well that is only partially true. Below are several interesting pieces relating to fasteners used on the TC. I think you will find that the MG factory probably did not worry about being compatible, but to just get cars built.

There are essentially no Whitworth bolts on our TC engines (Ok, I I know of one major bolt only, the top adjusting bolt on the generator is Whitworth thread due to being threaded into cast iron/aluminum). Whitworth threads are a course thread, comparable to UNC (Unified National Course). The chassis and body bolts on our cars are all BSF (British Standard Fine) threads. All the bolt heads are BSF and Whitworth wrenches fit, but threads are BSF. BSF threads are a fine thread, comparable to UNF (but different tpi). For the engine/gearbox, the threads are METRIC bolts and originally had BSF heads/wrench size. These bolts are special and hard to find today. So use modern metric bolts for most applications. Now you need metric wrenches. The most common bolt on the engine/gearbox is 8.0 x 1.00 mm metric fine pitch (note standard metric is 8 x 1.25 mm so wrong), a 13 mm wrench is correct, however I have found a 1/2" SAE wrench fits the bolt heads OK. Otherwise, most modern metric threads fit. The recent discussion on starter mounting bolts and difficulty getting a wrench to fit the metric head was due to the modern metric head being larger than the original BSF headed bolt. If you have an original starter mounting bolt, a BSF socket/wrench will fit. So please, remember, "NO WHITWORTH THREADS." And also, don't be sucked into buying Whitworth taps and dies from Britsteel in New Zealand, they don't work on our MGs. Best regards from Canada,

Bob Grunau

The 1/4" flat head machine screws that are used in the body tubs are the coarse or Whitworth thread.

Craig Seabrook
Whitworth Shop Novelty, OH

... on TCs, there is one other unusual thread, that being the wind screen thumb screws. They are British Standard Cycle: 5/16x26 tpi.
Terry Sanders Oakland, CA

Want a list of detailed list of threaded fasteners used on the XPAG engine? Check out this web page. <mg-tabc.org/techn-up/fasteners.htm> You will find that in addition to the generator adjusting bolt list by Bob above that there is a distributor clamp pinch bolt and nut that is Whitworth threaded on the engine. David Edgar



from the GUEST EDITOR



This month's Midget Chassis is, to my knowledge, the first to be published away from the many conveniences of suburban California. One might say it has been "outsourced" to a rural venue-one that is less sophisticated in terms of resources, and therefore, subject the all sorts unknowns such as locating WiFi hotspots, designing pages on a tiny laptop, and printing in a shop that may consider Macintosh computers as the enemy of all that is holy.

The newsletter staff, however, will try to refrain from too much whining, as we are having a great time in the great state of Washington, on and about Puget Sound, trying to relieve the local glut of wild salmon and Hartstene Island oysters, not to mention the surprisingly delicious white wines of the Pacific Northwest.

In between coffee houses and other free wireless internet centers, we have also experienced some of the nicest motoring itineraries in the western U.S., some of which include short ferry rides, most of which include a variety of super-quaint towns and villages, and all of which boast fine, well-maintained country roads upon which our TC would thrive!

But, alas, our transportation does not include an MG. Instead, we meander about in a comfortable SUV and a cozy little motorboat, seeing if it's possible to produce a newsletter while exploring the unapoiled back bays and byways of beautiful Washington state and British Columbia.

Jim Crandall



51st Annual Conclave.....Part 1: the Gathering

Photographs by Ron Simon and David Edgar



*As traditional as the event itself,
are the parking lot natters, motel room
cocktail parties, last minute TC tweaking and
general hijinks as new acquaintances are made
and decades-old friendships are renewed.*



Long love affairs accumulate memories. Mine with cars has lasted now for about 60 years and a million miles. Small wonder then, that when I peer back along that road of memory, some short sections shine in my mind's eye.

*Fourth in a series by
Stan Belland*

MY MEMORABLE RIDES

**September, 1947
West Hollywood, California**

Anyone who cares about cars – and a lot of people who don't – remembers his or her first one with special affection. Mine was a 1931 Chevy convertible, with rumble seat.

I had saved \$150 from a summer job and was getting ready to enter my junior year at Hollywood High. I had my "learner's permit" and was, I believed, ready to get my license. And I was crazy for a car.

On the bus coming back from the beach, I spotted the Chevy in a used car lot on Santa Monica Blvd. and knew instantly as the bus went past, that this was the car for me. It was Kelly green with red wheels and the sign on the window said \$150! I pestered my dad unmercifully and he finally agreed to drive me back to look at it further that evening after dinner. Looking at it seemed silly to me, since my mind was made up but I humored him by agreeing to look it over carefully. I secretly put my \$150 in \$5s and singles in my pocket before we left.

The dapper salesman in his little trailer office took the keys and walked us out to the car of my dreams. He kicked the rear tire, careful not to smudge his two-toned shoes and pronounced it a "good car". I was thrilled to see that it had two pin-up girl decals on the dashboard. What elegance! What sophistication! I was imagining what the guys would say, while my dad asked the salesman to start it. And it ran! Somewhat noisy and with a nasty knock – but it ran.

To my dismay, my dad said we would think about it and we left. Having gotten him this far, I didn't dare to try to push him further.

The rest of the week was a sort of low level agony for me. My dad finally agreed that if I was still sure by Saturday, we could go back and buy it. That was great but since this was the only car in the world for me, I was terrified that when we got back there, it would be gone

– and if that happened, I didn't see how my life could go on.

Saturday arrived and we went back to Santa Monica on the bus and, to my enormous relief, it was still there. We bought it, my dad put up the tax and registration fees and we headed home with my dad driving and me floating on a cloud of elation. I've bought a lot of cars since but the feeling has never approached this.

The car overheated on the way home and overheated every time I drove it. It taught me to get used to that white knuckled feeling of watching the temperature gauge and wondering how far I would get before I had to stop and add water. That only left me when they stopped putting temperature gauges in cars. I still watch the one on my TC like a hawk.

Not all my plans worked out. I had planned to take my driver's test on the following Friday and drive it to the Saturday football game. I flunked the test. But I had my car and until I got my license a couple of weeks later, I used to go out and just sit in it in the evening.

Some feelings must be remembered because they just can't ever be duplicated. **OO**



Editor's Note: In case you're still interested, Stan, this fine example of your dream car, although it is maroon with black wheels, is available for sale for \$45,000.

*Contact: George Grube
585-289-4347
Stanley NY 14561*



September Meeting & Program Report

Dave Coleman, Vice President, called the meeting to order at 8:10 pm. President Steve Simmons is out of town on business.

We had one guest, Rick Schweiner, who is restoring a 1953 TD.

In Joyce Edgar's absence, Ron Simon presented the treasurer's report.

We have 112 members 14 of whom are associates. The checkbook balance is \$6455.06 with \$746 to be deposited.

The minutes were read by Fran Thelander and approved.

Ron Simon reported on the British Car Malibu tour on Labor Day. Unfortunately he followed a group who took a wrong turn and didn't finish.

Pete Thelander reported on the Mini GoF at Big Bear Lake. Thirty couples attended, 13 drove MGs. It was a low key event with a pizza party on Friday evening, a tour on Saturday and a dinner and a very entertaining 'MG White Elephant' auction on Saturday evening. There wasn't a car show nor were any prizes awarded. But there was lots of socializing. This was also an opportunity to look over the Northwoods Inn as a venue for the GoF West in 2010 and it is very promising.



Tony Henkels gave a very entertaining talk on his experiences showing his Lincoln at Pebble Beach in August.

Programs

* The October meeting is the annual Halloween Potluck and Costume Party. A sign-up sheet for food items to bring was passed around. Those not at the meeting can call Linda Simmons, 818 313-9967, to sign up for the potluck.

* Lloyd Hendrickson volunteered to contact Bobbie'dine Rhodda and invite her to speak at the November meeting.

Events

* The Conclave is October 4-6, 2007 at the Inn at Morro Bay. Gene Olson sent out an email suggesting meeting places and routes for those going to the Conclave. The consensus at the meeting was to take the ocean route. Stan Belland informed us that the Cambria group has a nice rallye planned entitled "Napa is for auto parts, Paso Robles is for wine". There are 43 people signed up bringing 23 MGTCs.

* On the 3rd (Oct. 20-21) or 4th (Oct. 27-28) weekend in October there will be a tour to Justice Brothers car collection. We will meet at Tony Henkels first and then drive to the museum. Check the Mini Chassis for further exact date.

* Christmas Holiday party is scheduled for Saturday, December 1, 2007 at the Town & Country in San Diego. All the information is in the October Mini



Photos by Ron Simon

With President and Mrs. Simmons out of town and the Edgars absent, the meeting seemed lightly attended. Joe Douglas, however, did remember the key.



Tony also demonstrated an unsuspected knack for standup comedy. Dave Coleman found his presentation especially amusing.



Chassis. Get your reservation in to Joyce Edgar ASAP.

Old Business

* Tony Henkels reported that both the Frank Mason and Earl Sargent awards needed updating with the last few recipients' names engraved. The trophies have run out of space and need to be revamped. Several suggestions were made and Tony will get the work done.

* Stan Belland reported that five members of TCMG participated in the Pinedorado parade in Cambria and won the first prize. Bill Hoak, Leo Pedersen and Stan were in TCs and Bob McKarney and Clarence Weiss were in MGBs. Congratulations!!

New Business: None

Meeting adjourned at 8:50 p.m. 13 members present.

* * * * *

Filling in for Linda Simmons, Susie Coleman presented us with a delicious array of goodies for the break. Bobbie Simon brought lots of good hot coffee. There were many happy faces.

Respectfully submitted,

Fran Thelander

Club Regalia

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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)

"MGTC Specifications"

What is and what isn't stock on the MG-TC? A "must" for restorers..... \$3.00 members, \$5.00 non-members

TCMG Cloth Emblem \$4.75

REGALIA CHAIR

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

Prices beyond our control subject to change

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:

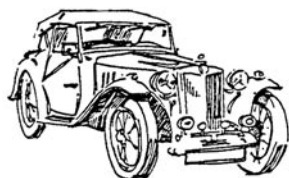
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Sketch by Doug Wimer

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The Midget Chassis

David Edgar, Co-Editor
1454 Chase Terrace
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Don't miss our October event!

Meet at the Henkels' house on Sunday the 21st for coffee and doughnuts, then a short tour to Eaton Canyon Nature Center for a picnic. Cindy and Tony just returned from showing their Lincoln (BIG MG) at Pebble Beach. This was a once in a lifetime experience for them; they have some great stories and an impressive load of gifts and souvenirs.

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