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January/February 2008









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The MIDGET CHASSIS Jan/Feb 2008

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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



from the GUEST EDITOR

Another page in the history of the TC Motoring Guild has been turned and our story continues into 2008. Few, if any, car clubs in

the U.S. have survived this long and fewer

have prospered with membership limited to a single marque. What is it about the MG TC that makes owners so devoted even as it drives them nuts much of the time? It can't be the engineering. That was a generation old when the first car rolled of the assembly line at Abingdon.

If it's not the power, the handling, the braking or the ride, what's left? It all comes down to one thing: the TC is simply fun to drive. That and the fact that its classic lines are a magnet to motorists of all ages, many of whom say, "I always wanted one of those!"

So here's a New Year's toast to all the owners of MG TCs. May their loyalty to this automotive anachronism be rewarded with many miles of motoring enjoyment.

Jim Crandall

Introducing the TCMG Executive Council for 2008

President	Dave Coleman	714-898-2008	(In transition)
Vice President	Ron Simon	818-708-2033	simon90248@yahoo.com
Secretary	David Edgar	619-593-8255	djedgar@pacbell.net
Treasurer and			
Membership	Joyce Edgar	619-593-8255	djedgar@pacbell.net
Ex Officio	Steve Simmons	(See Roster)	websim@pacbell.net
Events	Gene Olson	805-522-8052	olson_g@msn.com
Programs	Stan Belland	818-787-1152	stanuys@earthlinknet
Raffle Chair	Tony Henkels	626-793-2813	chkitty @sbcglobal.net
Regalia Chair	Bob Wilmer	310-394-5232	(none)
Classic Chassis	Dave Edgar	619-593-8255	djedgar@pacbell.net
Webmaster	Jim Crandall	310 457 3967 c	randallonline@yahoo.com
			2

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Excerpted from a Moss Motors Online Forum

One of the less popular aspects of wire wheels is that they tend to go 'out-of tune' and need occasional straightening (or 'truing'). This is caused by the spokes stretching and by the spoke holes wearing, both of which result in a wheel that is unbalanced. A wheel that is tuned to run true may be kept this way by monthly checking of spoke tension. Run a pencil around the spokes and note whether any make a sound which is markedly lower in pitch than the others. Tighten these 'flat' ones with a Moss spoke wrench (#385-800) and you will maintain the wheel in a nice, round condition.

MGTC WANTED!!

Looking for a TC on behalf of a friend:

- Should be in good condition but not concours perfect
- Should not require restoration wants to be able to drive it now
- May be any year or any color

Contact: Gordon Glass ghgmlg@yahoo.com ph: 949-644-1954





15631 Ventura Blvd. Encino, Calif. 91436 818 783-8570 Fax 818 783-3502

Register Early for.....

GoF West 2008

Monterey Bay, California
July 6-10

Hotel Information

(Make your own reservations) Hyatt Regency Hotel Monterey 1 Old Golf Course Road Monterey, CA 93940 Phone: 1-831-372-1234

Phone: 1-831-372-1234 Standard room: \$159.00



Event Registration Fee:

\$45 US before April 1, 2008; \$55 US after April 1, 2008; In-Spirit: \$25

Send the following info plus check to:
MikeCampbell
3570WillowStreet
Bonita, CA 91902

Name	,			
Address				
Phone	_eMail			
MG year, model, license and color				
Club Affiliation				

TC Electrical Mysteries

by Dave Edgar

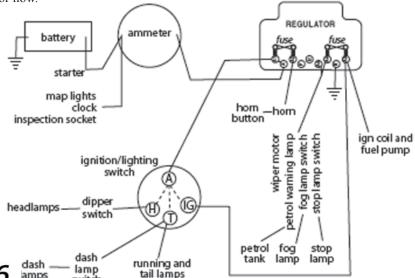
If you are like most TC owners that have had an electrical problem with their TC, you will find something suddenly does not work anymore and so you pop the bonnet up and just stare - usually at the regulator with all those wires running to it. You have not a clue as to what you are looking at. Guess you were hoping to discover an obvious loose end of a wire dangling with a sign on it saying

"Connect me here."

No such luck though. As a next step you probably click open the battery box clips to see if the battery is still there and the cables are still attached. You can at least recognize the battery if nothing else. Well, know that you are not alone. The mysterious TC electrical system has confused many a novice and many times can cause experts to scratch their heads in frustration. While this will not make you an expert, it may narrow down where to look, and get you going again so you can finish your trip and get home or to your mechanic.

Two tools that can really help are a test light (available at a auto parts store for a few dollars) and about 5 feet of electrical wire. With the test lamp you can test to see if you have juice to any point. Connect one end to a good ground and then just touch the test lamp probe to the electrical terminal of suspect unit. Sometimes a component just needs a better ground to work and that piece of wire can be used to test. For instance the D-lamp may not be grounded properly so just touch the wire to the D-lamp shell and to ground and see if that solves the problem.

This is a very simplified wiring diagram less the charging circuit. I will have to cover that circuit in another article, but TClinic #63 may help you there for now.



TC Electrical Mysteries (continued)

So to narrow things down in your search for where a problem might be, you should take inventory and see what is and is not working on your TC. You also have to weigh in known facts too, such as if the clock has never worked, you cannot expect it to work now that another problem has arisen. Following this chart you can usually narrow down a probem to a particular section of wire, an individual unit, or maybe the ground to that unit.

MAPLIGHTS CLOCK INSPECTION LAMP SOCKET

These three items are connected to the ammeter (but do not run through it). If these three items allwork (or anything further down the list) then the wiring is fine up to the ammeter at least. If just one of these items to the left is not working then problem is at unit itself or in wires between the ammeter and the unit.

IGNITION COIL FUEL PUMP

Both these items are controlled by the ignition/light switch. If either of these (or anything further down the list) work then wiring is fine up to the A3 terminal on the regulator (as well as the A and the A1 terminals). If one of the two items to the left do not work, then problem is with unit itself or between A3 terminal and the unit.

HEADLAMPS

If above are working and head lamps are not, then problem is with the ign/lighting switch, the head lamp dipper switch, head lamps themselves or the wiring between. This happened to me once and jiggling the dipper switch got me going again. Seems it got hung up.

RUNNING LAMPS

These are wired to the T terminal on the ign/lighting switch. If none are working (and ignition or fuel pump are) then problem is most likely with the ign/lighting switch itself. If just one or two lamps are not working then check bulbs and/or wires.

DASH LAMPS

These are also connected to the T terminal on the ign/lighting switch. But there is also a dash lamp switch so make sure that is on. If you have running lamps but not dash lamps, problem probably is in dash lamp switch.

FOG LAMP WIPER MOTOR PETROL WARNING LAMP REAR STOP LAMP

These four items all are controlled by the right side fuse on the regulator. If all are not working then check that fuse. If any one of these are working then the fuse is good and problem is probably with unit itself or between unit and the regulator A4 terminal.

HORN

If the horn does not work then check the left side fuse on the regulator. If fuse is good then check horn button, or horn itself.

Editor's Note: Think you can remember all this? Why not download a PDF version of this article at our website < www.tcmotoringguild.org/techtopics.htm > to keep in your TC?

B A N Q U E T We celebrated the end of another busy year of the TC Motoring and Grazing group with our yearend banquet-meeting at the Town & Country Resort in Sa Diego followed by a Sunday brunch at the home of Dave and Joyce Edgar in El Cajon. Traditional annual awards (See cover) went to Gene Olson for logging the most time in a TC at motoring events (Earl Sargent Award) while Joyce

Edgar and Steve Simmons shared the Frank Mason Award for most valuable service to the Club. Larry

Einhorn added a new spark to the annual auction, the proceeds of which help fund our raffle prizes at monthly meetings.

Once again, Bob Davenport and his crew outdid themselves at the Edgars' Sunday brunch with a new casserole recipe and a variety of side dishes to tempt even the most dedicated dieters.































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.

Mv Memorable Rides

Sixth in a series by Stan Belland

May, 1981 Baghdad, Iraq

Some clients and I were in Baghdad for conferences with government officials and our day's appointments had been preempted by a Russian Trade Delegation. Iraq's Baathist government was in the Eastern Block at that time and American visitors were not very well received.

We therefore had a day off and it occurred to me that we must be only a short distance from the ancient city of Babylon. Our translator found a driver in front of the Baghdad Museum who was willing to take us there. He had an old ZIL, a boxy limousine, much favored by Russian apparatchiks. It was battered and creaky, but it ran and had a back seat bigger than our hotel rooms.

After heated negotiations, we climbed in and Mahmoud, our grizzled driver, headed southeast out of the city. Once we left the city limits, we were on a narrow, mostly unpaved, two lane road crowded with donkey and ox carts, herders driving cattle and sheep and occasional trucks, which made us pull off to the side in order to get by. Mahmoud's driving technique was to proceed about ten miles an hour faster than was safe and keep his hand on the horn button, more or less continually. We dodged and veered around animals and farmers who shook their staffs and favored us with an elaborate stream of Arabic curses, which Mahmoud returned in kind. I didn't get much chance to use my camera, but was wishing I had brought a recorder.

Somewhere, about 20 miles out of Baghdad, inexplicably, Mahmoud hit a cow. Not your California happy cow from the cheese commercials, but a bony, dusty old animal whose owner had somehow maneuvered it directly across the road. The poor animal was knocked over on its side and managed to struggle to its feet, apparently only shaken up. I started to get out of the car to observe the damage but was warned by the interpreter to stay where I was.

Mahmoud got out and engaged the farmer in an exquisite shouting match, choreographed with stick and fist shaking and arm waving as we watched from the back seat. After about 20 minutes of this, with a highly partisan crowd gathering around the car, the interpreter got out and conferred with Mahmoud on the side of the road. The crowd was getting nasty and several started coming over to remonstrate with us through the window.

The interpreter came back and suggested it would be a good idea for us to come up with a suitable payment to compensate the farmer for his cow's perceived indignities. We readily agreed and came up with about \$50.00 in Iragi currency, which he took out to Mahmoud who offered it to the farmer. It seemed to do the trick and things guieted down almost immediately.

Mahmoud climbed back in the car and we were on our way. I think I spotted him pocketing part of the money we had given him but I guess it was his commission.

Babylon was a magnificent experience. Dusty, untended and utterly deserted stone ruins in the middle of a wasteland. The Ishtar Gate and the remains of the hanging gardens were still visible and the famous basalt Lion of Babylon statue still looks as it did in my grade school history book. The Euphrates still cuts through the desert, lined with date palms. But all that is part of another story. **OO**



Editor's Note: The ZIL-4104 limousine built from the late 1970s to the late 1980s, when it served as the transport of the elite of the Soviet Union. So much status did the car have that, although it is estimated that no more than fifty cars were produced each year, ZIL 4104s were granted exclusive use of the outside lane on highways during the model's production run. Today, ZIL automobiles are symbols of a fallen empire. The "new riches" of Russia prefers Mercedes or BMW with a lot of electronic gadgets...but the ZIL, although dated and copied from American models, still maintains a certain austere and mysterious fashion.

November Meeting Minutes & Program

Speaker: Bobbie'dine Rhodda

Photos by Ron Simon

The meeting was called to order at 8:15 by President Steve Simmons.

Contents of the mail box were announced. These included Safety Fast, an MG Owners Club catalogue and the Abingdon Rough Rider Review. The guest speaker, Bobbie'dine Rhodda was introduced.

Treasurer's Report: Treasurer was not in attendance, but sent a summary report to the President by email. The Balance on Hand was \$7388.92 with \$3699.76 unallocated.

Events: Several people reported on the Conclave. Forty three people attended. Everyone had a grand time. Special thanks were offered for the efforts put out by the organizers.

Forty one people are signed up for the Holiday Party. There are still a few who had not paid. They were urged to please do so.



The always entertaining, Bobbie'dine Rhodda



Hey! Everyone look this way please

The out-going board will put on the Lame Duck Rallye at a time and place to be announced

Programs: This evening's program will be a talk by Bobbie'dine Rhodda about her father, Frank Mason, one of the founders of our club.

The December program will consist of the annual Holiday Party scheduled for December 1.

Old Business: Several people gave their comments on the VMG Parts Exchange. The general consensus was that attendance and participation was down a bit this year. But it was still a great opportunity for finding some of those elusive bits

New Business: We need to renew our reservation for the meeting room

November Minutes & Program (continued)

Ron Simon pointed out that Program and Events Chairmen need not be elected board members. Any member is free to volunteer for these positions



One more gourmet spread from Linda mons and Bobbi Simon

The meeting adjourned at 8:50pm for refreshments and buying raffle tickets before the evening program. Respectfully submitted,

Pete Thelander

Junior Deputy Assistant Under Secretary-in-Training

TCMG January Meeting



Tuesday the 22nd at 8:00 PM

Guest speaker, Gordon Bundy, tells "Tales of Restoring a Classic Chris Craft"

If it Doesn't have Dry-Rot, Don't Trust it"

Citibank Community Room 2350 Honolulu Ave. Montrose (Meeting room entrance is at the rear of the bank--downstairs.)

Meeting Program Schedule for 2008

(Clip Off and Save)

January 22 – Gordon Bundy: "Tales of Restoring a Classic Chris Craft – If it Doesn't have Dry-Rot, Don't Trust it"

February 26 – Joyce Edgar: "Looking Back on 30 Years in Law Enforcement" March 25 – Tony Henkels: "Adventures in Restoring a 1928 Lincoln Limousine"

April 22 - Dick Messer: "The Petersen Auto Museum - An Automotive Fantasy"

May 27 – Stan Belland: "Suing Iran – Trying a Case in the World Court"

June 24 – Annual Picnic at the Henkles'

July 22 – Steve Simmons: "Adventures of a Camera Man"

August 26 – Old Movie Night at the Simons' Auto Museum

September 23 – Pete Thelander: "Some Experiences in Acquiring

and Restoring My NE Magnette"

October 28 – Annual Halloween Party Pot Luck Dinner

November 25th - Larry Einhorn: "Good Eats"

December - Annual Holiday Party

Club Regalia

'TClinics'

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" po	ster\$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)

2008 Dues are Due

Annual dues remain at \$26 for local So. Calif members (living in Zips 90000 to 93300) and \$22 for all others (unless you want the special flyers on local meetings and events, in which case the fee is \$26.00).

New Membership: Dues plus a \$10 initiation fee. For more details, see our web page (www.tcmotoringguild.org) or contact:

Joyce Edgar, Treasurer/Membership Chair 1454 Chase Terrace El Cajon, CA 92020 Email: djedgar@pacbell.net



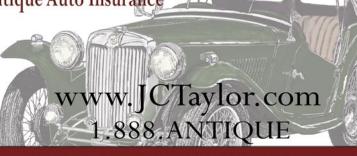
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The Midget Chassis David Edgar, Editor

1454 Chase Terrace ■ El Cajon, CA 92020

first motoring event of '08 Don't miss the TCMG's solve the riddle of the

DA FINCHY ODE (Viaduct?, vhy not a chicken?) Saturday Feb 16

view as we meet. (see their website www. Blvd. Some nice new and old Morgans to Leave 10 AM at MorganWest 3003 Pico morganwest.net).

will go up the coast and drive twisty canyon Park along Dorchester. McDonalds and Burgthe secret of the poem. Winner will bask in GLORY, the rest of us will have a really nice surfers at Dukes. Bring pencils. Directions: MorganWest. 10 (Santa Monica unch around 1 PM watching the waves and er King close by but not many others. We roads. You will need to find clues to solve

Fwy) West past 405. Exit Centinella. Turn right off exit, then right on Pico. Morgan-West on right about 3 blocks.

Come for the sensational scenery and putrid poetry!



form you received in the mail and send to: DUES ARE DUE FOR 2008. Use the renewal 1454 Chase Terrace, El Cajon, CA 92020 Membership Chair, Joyce Edgar,