



First Class Mail

TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

June 2008



Rick Storms took his latest TC project restoration out on a test run. Judging from the smile on his face it was a pretty successful venture even though it is not completely done yet. TC 8230, XPAG 8998

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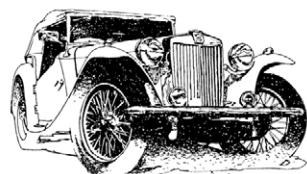


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Ron Simon

"Optima Introductory Special"
Battery for TC #75/35 Red Top \$146.00



The MIDGET CHASSIS JUNE 2008

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El Cajon, CA 92020
email: djedgar@pacbell.net

TCMG Executive Council for 2008

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TCMG May Meeting

Tuesday, May 27th at 8:00 PM

Speaker, Stan Belland:
**"Suing Iran - Trying a Case
in the World Court"**

Now while most of us could only try to
try a case Stan actually does try cases.
Try to make it to the meeting to hear
about how a World Court differs from a
regular trial here in the States.



Citibank Community Room, 2350 Honolulu Ave., Montrose
GPS coordinates: N 34.206 W 118.229
Meeting room entrance is at the rear of the bank - downstairs.

Would You Call a TC Sporty?

I got a call from a commercial
photographer looking for a convertible
to use in an advertisement. I sent her
photos of my TC and TD. She replied
"Wow, great cars, do you have anything
sportier?" Here is my response:

*Regarding your desire for something
sportier, a little background: This is a
1948 MG TC; it is the quintessential
"sports car." Returning servicemen
brought these over from England after
the war and started the SCCA (Sports
Car Club of America) and sports car
racing in the United States. Many well
known, professional racers worldwide
started their careers racing these,
guys like Carroll Shelby and Phil Hill.
General Motors built the Corvette in
direct response to the "sports car"
movement that was spreading across
the U.S. in the early 50's, spearheaded
by MG's like this one. By the time this
particular TC was built, MG's had raced
all over the world, going back to the late
1920's holding hundreds of records. This
was before Porsche or Ferrari and many
others built their first car. These cars*

*are raced all over the world to this day.
Look at MG racing on You tube.*

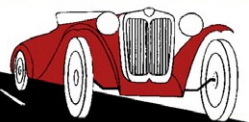
*The windshield folds down flat against
the hood, talk about wind in your hair!
The driver is very exposed to the driving
experience in a TC and can reach out
over the low cut door to easily touch the
ground. The tachometer is directly in
front of the driver--the speedometer is
in front of the passenger! There are no
creature comforts, no radio, no heater,
no power accessories, only a crisp
4-speed transmission, a willing engine
and firm suspension. Phil Frank, writer
for the San Francisco Chronicle wrote
frequently of his MG TC exploits as his
alter ego Nigel Shiftright. Like Phil,
when I drive this car, it takes me back
in time to when racers wore aviator
goggles and leather helmets and scarves.
After a race, their exhausted faces would
be covered in dirt, oil and sweat. Many
would argue there are few automobiles
more 'sporty' than a TC.*

*Jim Goodwin, TC 5524
Colorado Springs, CO*

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Riverside International Automotive Museum



Lloyd Hendrickson, the leader of this tour, gathers everyone around to explain how the tour will progress.



Jerry Felper with his TC chatting with fellow enthusiasts.



A hot looking Bentley plus some other exotic racing machines below.



The museum was full of nice machines including the Riley that Lloyd restored and sold to the museum (below).



Future Events

June 28

Easley Pacific Rail Road See Art Ludwick's new, improved train and his neighbors famous castle. This should be a very nice outing.

Oct 3-5

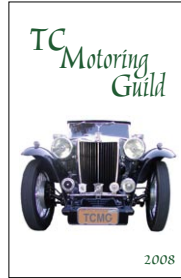
TCMG/ARR Conclave (see pg 9)

Dec 7

TCMG Holiday Party at the Hotel Huntington Beach (see pg 14)

08 TCMG Directory

Please make the following changes in the 2008 TCMG Directory



Glass email address :
ghgmle@yahoo.com

Bill Risser
TC numbers are:
TC 3861
and XPAG 4578

2008

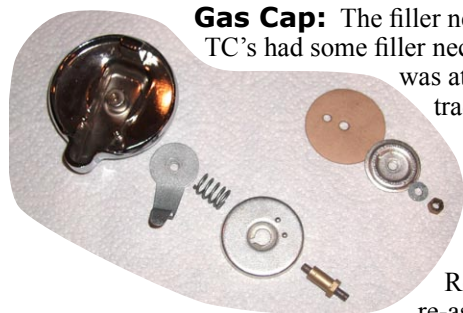
The TC Gas Tank - A Technical Review

by Doug Pelton



The TC gas tank and its associated hardware have a number of distinct features that make it unique. If you are restoring a TC the following information will help you to understand how the tank was configured originally. The information provided will also give you some tips on how to cope with some of the proverbial problem areas of the tank.

The Tank: The gas tank is the same as used on the TA and TB except the TA did not have a hole for a sending unit. The tank has 2 internal vertical baffles under the area of the tank straps. The purpose of the baffles is to minimize sloshing. One common problem with the tank is that it would rust internally and leak in the vicinity of the 2 metal “feet.” To correct any leaks in this area, the 2 feet should be removed by drilling out the spots welds. Once the feet are removed, you will then have access to repair the sheet metal in the bottom of the tank. Any restoration today should involve the internal sealing of the gas tank with a modern gas tank sealer. This will help to preserve the tank and also solve a lot of corrosion problems and help to keep rust particles from entering the fuel system.



Gas Cap: The filler neck on the tank is made of brass. Early TC's had some filler necks that were rotated so the cap trigger was at the 8 o'clock position versus the traditional TC 6 o'clock position. The cap is attached to the filler neck by a simple cotter pin through the flanges on the filler neck. The cap is secured in the closed position with a large “tab” spring by simply pushing the cap closed.

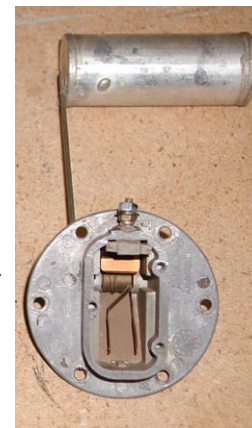
Refurbishment of the cap is simple but re-assembly is sometimes confusing. The

assembly order of gas cap parts is: large spring tab, coil spring, large flat washer with a slot in it, hex-headed spacer, gasket, washer with small hole, small washer (.5” O.D.) and brass hex nut. As a reminder, the stud in the center of the cap can be easily removed by using the hex spacer and hex nut double nutted together to turn out the stud to enable a re-chrome of the cap.

Gas Cap Trigger: Early TC triggers had the word “PRESS” on it. The word PRESS was replaced on later TC triggers with the MG logo. The trigger is held in place with a brass 6BA slotted countersunk head screw. It is supported by a coiled spring. When you disassemble the trigger from the tank the slotted screw is normally hard to see with the paint. You will find the screw head towards the left side of the tank. Be careful removing this screw because replacements are difficult to find. Replacing the small spring is tricky due to the small size and access.



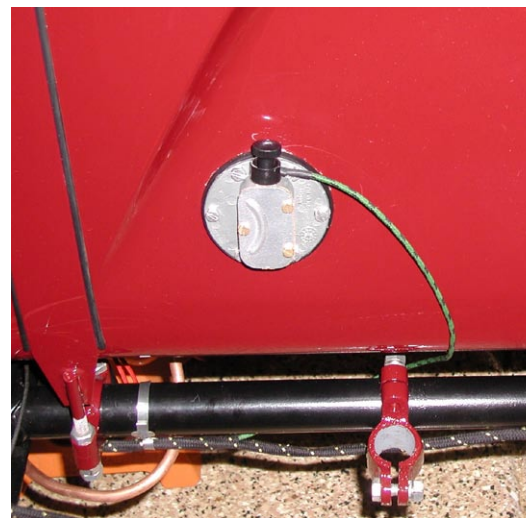
Sending Unit: The sending unit is distinct for the TC in that it has 3 screws holding on the cover plate and the connection was held a Bakelite threaded knurled edge knob and slotted protective collar (By comparison, the TD was changed to a sender unit with 4 screws on the cover plate and a cardboard “open box” type affair to protect the wire connection.) If you look inside the TC sending unit switch, it is simply a copper tab that rotates to contact the brass contact plate to complete the circuit for the fuel low level light. It is simply on or off depending on the height of float inside the tank. When refurbishing the sending unit, make sure the flanged edge is very smooth and even to give a true union to the tank. Similarly, make sure the surface of the tank flange is also true and straight. Block sand and file as necessary to get a true surface. The original sending unit gasket was cork. However, this is a common area of leakage. Therefore,



join the unit to the tank with an improved flanged gasket and a petroleum resistant sealer used liberally. Popular products are “Seals All” and “Yamabond 4 or 5”. Do not forget to seal the 6 – 3BA hex head screws that hold the sending unit. I do not recommend Teflon tape on the threads because it may cause continuity problems for grounding the unit and Teflon is not good

for the fuel system. To prevent the screws from leaking, use instead, the gasket sealer around each screw and let the thread make good contact with the tank. Additionally, make sure the seal on the sending unit cover plate is good also, using the same principals stated above. This gasket can be easily hand made out of cork.

Fuel Filter and Drain Plug: In the center of the bottom of the tank there is a brass drain plug and also a brass connection for the fuel line that has a very fine mesh screen for filtering the fuel entering the fuel line. Both have a fiber washer to complete the seal. If you suspect fuel contamination, first drain the tank with the center drain plug. Then disconnect the fuel line from the brass tank filter fitting and then remove the filter itself from the tank for cleaning.



About the Author: Doug Pelton has been researching many of the original aspects of the MG TC in conjunction with the restoration of TC 7670. Additionally, he has been able to source a number of hard to find parts to maintain originality and improve safety. If you are interested in the Bakelite knob and collar, trigger spring, and the improved sending unit seal discussed above or many other hard to find items for the TC, contact Doug for a catalog at: dougpelton@cox.net or 602-690-4927.



The merry band of TCMGers had a very fine day out viewing the wildflowers. All but Ron Wong, that is, who had an oil line break so had to be towed home even after Gene Olson tried to do a emergency repair on it.

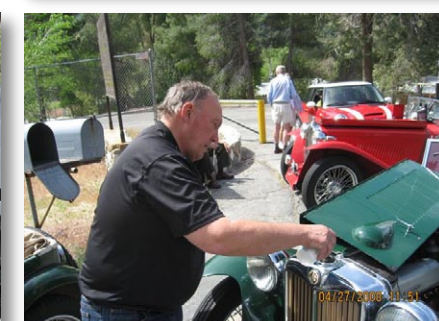


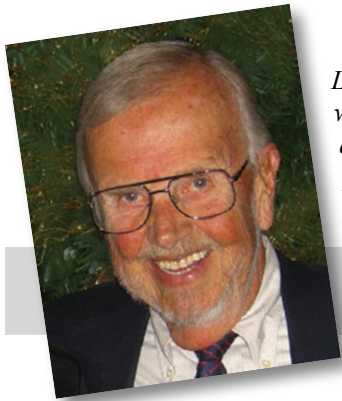
The deed to our three thousand square feet of wildflower preserve in the name of the TC Motoring Guild.



Joe Douglass, Gene Olson, Ron Wong plus Dave Mathison (and Bright Angel) all came out in their TCs. Harvey Schnaer and friend were in the Bentley, Ron & Bobbie Simon in a Mini, while Larry & Kay Einhorn putted around in a Mustang. Rudy, a friend of Ron Wong finished the tour in the Bentley after the oil leak.

Photos by Ron Simon and Ron Wong





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.

My Memorable Rides

Ninth in a series by Stan Belland

October, 1978 Giza, Egypt

We flew into Cairo on a fall afternoon to meet a couple of old friends for a couple of weeks of touring Egypt. Mardi, a native Khurd, and his wife Sarah now live in Southern California, and are the ideal traveling companions for that part of the world. Besides being a great couple and old friends, Mardi speaks fluent Arabic and knows Cairo well.

Mardi had warned us not to look at the pyramids from the plane on our way in. He had something very special planned for our first view. I couldn't resist and tried anyway, but we were over the wing and I didn't see much.

We met Mardi and Sarah at our hotel and enjoyed an Egyptian beer, "Stella", on our balcony overlooking the Nile. "So Mardi, when do we get this special first view of the pyramids?"

"Tonight," Mardi replied, rather mysteriously.

So we were going to see the pyramids in the dark. Bummer! I didn't even bring a flashlight.

Mardi went on to explain that there was a night club in the desert at Giza, right behind the pyramids and we were going there after dinner for the belly dancing. He had hired a car and driver and at about 11:00 after a wonderful dinner, we set out for Giza and the great pyramids - and the belly dancers.

Musa, our driver turned off the main highway when we approached Giza and we headed out across the desert. There was a full moon but no other light at all and the big Mercedes bumped across the sand and gravel, raising great clouds of dust behind us.

And then, as our eyes adjusted, they came into view ahead in the moonlight. Mardi was right. The effect was spectacular. They seemed

10



to drive and they became bigger and bigger until the view of great stone blocks filled all the windows of the car, and still we were not there. When Musa finally pulled over on a rough dirt road at the base of the Great Pyramid of Khephren and we stepped out of the car, the single bottom block he had parked next to was taller than the car.

Everyone on the planet has seen pictures of them, but the biggest shock of my first in person view was their mass. I backed up and looked from side to side and up and down and the endless rows of blocks disappeared at the edges of my vision. Picture an ant standing beside a brick building and then try to imagine that the ants had built it. When we got back into the car we were all too moved to speak as we drove on to Sahara City.

Sahara City was great fun. It turned out to be a great, circus sized tent, illuminated by oil lamps. The sandy floor was entirely covered in Oriental rugs and it was furnished with groups of leather cushions arranged around low brass tray tables. The place was filled almost entirely with middle-easterners in native dress and Mardi pointed out the Saudis, Kuwaitis and Egyptians as well as other national costumes I don't remember. We spotted several sheiks and other dignitaries with a full complements of four to six wives grouped around their tables, enjoying the show.



I'm not much for belly-dancing and I don't dig Middle Eastern music much, but we had a hilarious evening people watching until things broke up about 4 AM.

In the days following we had many different encounters with the pyramids. We walked around them, rode around them on camels, followed a guide with a lantern down a long tunnel into one of the burial chambers. We even went to the "sound and light" show where, once a week they light them up artfully and give you a dramatic narration of their history to a musical accompaniment. But nothing ever came close to that ride across the desert to see them in the moonlight.

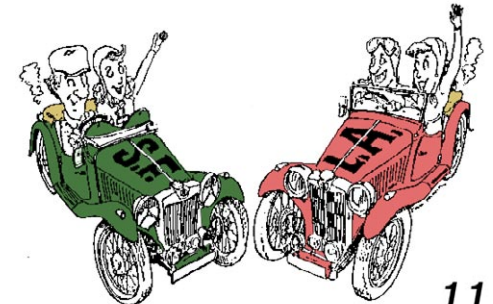
52nd Annual TCMG/ARR Conclave

October 3-5

25 rooms reserved at the Yosemite Gateway Inn, in Oakhurst, for the first weekend in October.
Friday, Oct 3 and Saturday the 4th.

The price is \$107 plus tax.
Call 1-888-256-8042.

The rooms are under "MG Group". We will have the Saturday dinner in the banquet room at their restaurant.



April 22 Meeting Minutes & Program

Speaker - Dick Messer

Photos by David Edgar

We are going to have to call these minutes, seconds since, for the life of me, I cannot find my note pad. So remembering back I came up with the following.

We did in fact meet. Our president called the meeting to somewhat order. Minutes of March meeting were approved. Treasurer's report was approved as posted. The membership renewal period is over and we have 104 members. Directories were passed out at the meeting (the rest to be mailed out).

The VMG Riverside tour lead by Lloyd Hendrickson went well and everyone had a good time. Wildflower tour is coming Saturday. Flowers should be plentiful.

VMG Hollywood Hills tour is coming up on May 17. Has been a popular tour in past years.

The idea of having a Sunshine host to contact ailing TCMG members was presented. Bobbie Simon volunteered to take the duties there.

Review of the Holiday Party plans was presented. Will be December 7th at the Hotel Huntington Beach.

Motion to adjourn for refreshments was made and acted on. Our guest speaker Dick Messer of the Petersen Museum followed.

Your humble and forgetful TCMG Secretary,

David Edgar

Dick was a very interesting speaker. His insights into the museum business captivated us all. Think you would like to be in charge of a museum? Dick says to talk first to him so he can talk you out of it.

David covers up his coffee stained shirt that Susie asked him not to wear.



Tony and Harvey listen closely to what Dick has to say about the museum business.



No, Dick did not sing out an aria but he did explain many amazing things that go into operating an educational museum. He really did not want the job, but the opportunity to drive autos in the collections won him over.



Even after Dick finished his talk people gathered around to hear more.



Allan & Victoria Campbell are museum supporters and members of the Checkered Flag 200.

Our raffle winners for the evening were Gordon Glass with the Al Moss book,

Ron Simon with a basket full of treats and Larry Haile with a Motor Trend hat.



TCMG Annual Meeting / Holiday Party

Sunday, Dec. 7, 2008
6 PM - 11 PM
Annual Meeting and Holiday Party
plus
Auction and Toy Drive

SAVE THE DATE!

Hotel Huntington Beach
7667 Center Ave
Huntington Beach, CA 92647

Special rate at the hotel
of \$85 a night if reserved
before Nov. 23
Group name: TCMG

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Monterey Bay, California - July 6-10

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Event Registration Fee:

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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

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