

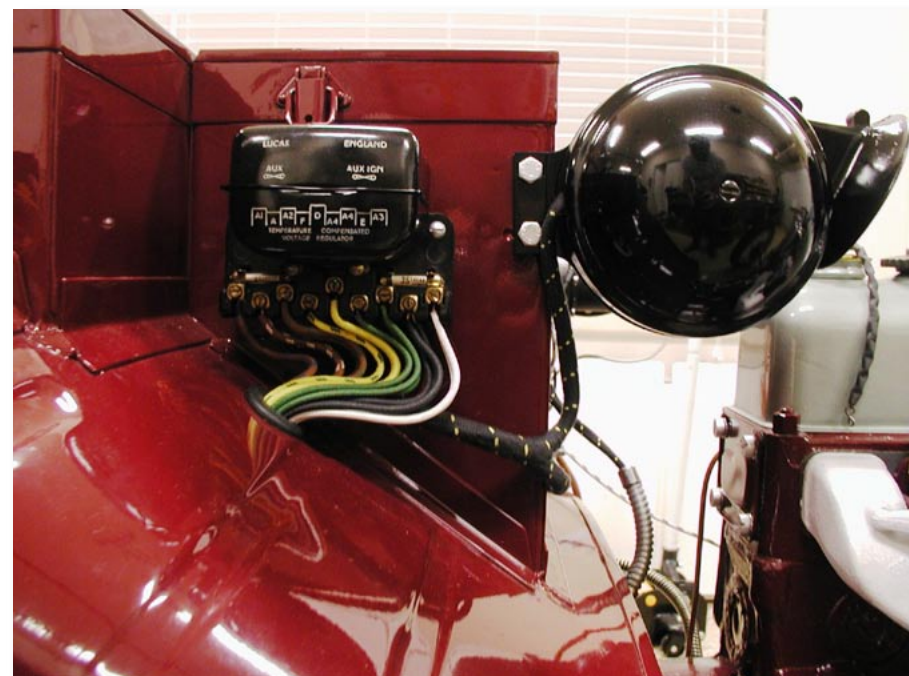


First Class Mail

TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

May 2008



Here is a sneak detail preview of the first of Doug Pelton's TC EXUs nearing completion. The wiring to the regulator shows his attention to detail. The TC is at the upholstery shop now and he is waiting for the front wings (which the painter has had for 15 months).

What's Inside

April Meeting	3
Upcoming Tours & Events.....	5
SU Carb Dashpot Caps by Doug Pelton	6-7
Memorable Rides: Ninth in a Series by Stan Belland	8-9
Vintage Racing	10
For Sale and Wanted	11
March Meeting Minutes and Program Photos	12-13

C&S Classic Battery Co

Batteries, Chargers, Electrical & Parts

OPTIMA
BATTERY

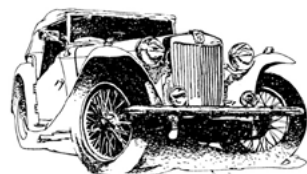


15700 S. Broadway
Gardena, Calif. 90248
818-708-2033 - 310-217-9060

email: simon90248@yahoo.com

Ron Simon

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



The MIDGET CHASSIS MAY 2008

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
June Midget Chassis
May 10th!*

TCMG April Meeting



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

Tuesday April 22th at 8:00 PM

**Guest speaker, Dick Messer: "The Petersen
Auto Museum – An Automotive Fantasy"**

*Dick is the museum
director for the Petersen
Automotive Museum, which
is recognized internationally
for its innovative design.*

*It is dedicated to the
interpretive study of
the automobile and its
influence on our culture
and lives. Encompassing
more than 300,000
square feet, it features
more than 150 rare and classic cars, trucks and
motorcycles. As you can imagine there are quite
a few stories Dick can relate about his exciting
job as well as the museum itself.*



818-788-3375 . 818-788-3377 . 323-872-1122
FAX 818-788-0516 E-MAIL: jkavan1497@aol.com
WEBSITE: www.kavanaghmotors.com

D. Kavanagh Motors, Inc.

COMPLETE AUTOMOTIVE CARE
13428 VENTURA BLVD.
SHERMAN OAKS, CALIF. 91423-3914

DECLAN KAVANAGH

SINCE 1958

O'CONNOR CLASSIC AUTOS

Brian O'Connor

British Car Parts
New Used
Rebuilt



1-888-346-3647 3485 WOODWARD AVENUE
1-888 FINE MGS SANTA CLARA, CA 95054
1-408-727-0430 www.oconnorclassics.com
FAX 1-408-727-3987 email: mg@oconnorclassics.com



TIRES

Lester, Firestone, Denman, Lucas.
Custom Classic, Goodyear, Dunlop & more.
We can save you money!
FREE CATALOG



2850 Temple Ave., Long Beach, CA 90806
Fax 562-595-0381 • **800-952-4333**
www.lucasclassictires.com

08 TCMG Directory

TC
Motoring
Guild



2008

Thank you all who
have renewed their
membership for
2008. The TCMG
Directory should be
ready to mail out
early next week so
be looking for it in
your mailbox.

Editorial Comments

Please note the new Moss ad and for
those viewing the electronic PDF copy
you will see that it is in color now. And
note too that O'Connor Classic Autos
has a new address on their business
card ad on the previous page. They
moved on April 1st. Take time also
to view all our other advertisers who
help support funding of this newsletter.
Please support them as well.

TCMG Executive Council 2008

President	Dave Coleman . . . 714-898-2008	davidmcoleman@yahoo.com
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 . . . 818-313-8588	websim@pacbell.net
Events	Gene Olson 805-522-8052	olson_g@msn.com
Programs	Stan Belland 818-787-1152	stanuys@earthlinknet
Classic Chassis	Dave Edgar 619-593-8255	djedgar@pacbell.net
Webmaster	Jim Crandall 310 457 3967	crandallonline@yahoo.com
Raffle Chair	Tony Henkels 626-793-2813	chkitty@sbcglobal.net
Regalia Chair	Bob Wilmer 310-394-5232	(none)

moSS

**Moss
Motors**
Cool Stuff For Cool Cars



EVERYTHING FOR YOUR BRITISH CLASSIC

- FREE Catalogs
- Same Day Shipping
- 24 Month Warranty
- Customer Loyalty Program
- Warehouses on East and West Coasts
- 50,000 Part Numbers



**24
MONTH
WARRANTY**
ON ALL CLASSIC BRITISH PARTS
LONGEST WARRANTY IN THE BUSINESS



SECURE ONLINE ORDERING!

www.mossmotors.com

DIRECT ORDER
HOTLINE
OPEN 7 DAYS
A WEEK!

CALL TOLL FREE:

800-667-7872

INTERNATIONAL CALLS: 805-681-3400

ORDER BY 3:00 PM WEEKDAYS YOUR LOCAL TIME FOR SAME DAY SHIPPING!



DESERT WILDFLOWERS



by JOE DOUGLASS

Sunday, April 27

77th Annual Joe Douglas Tour de Wildflowers

(OK, so 77th might be stretching it a bit but now we have your attention.)

Poppies are bustin' out all over. Leave 9:30 AM from McDonalds at 2nd Castaic exit from San Diego Fwy (405). Our trusty scout (Joe Douglas) reports roads are open and flowers should be beautiful. Bring a Picnic lunch.

Riverside International Automotive Museum

**VMG tour but
TCMG is invited**

APRIL 19, SATURDAY MORNING MUSEUM TOUR
815 Marlborough, Suite 200, Riverside, California 92507

Meet at Carl's Jr., 1700 South Imperial Hwy. Yorba Linda. (At the N. E. corner of Imperial and La Palma) at 9:00 AM. We will leave promptly at 9:30 and arrive at the museum about 10:30 for coffee and donuts and the tour. A \$5.00 entrance donation is suggested for the museum.

After the tour we will drive to the Riverside Mission Inn. Free parking at the corner of 6th St. and Market St.

Lunch and shopping will be on your own at your leisure. There are many restaurants at the Main St. Mall and Mission Inn. After lunch, consider touring the Mission Inn or looking through the Antique stores and small shops.

We hope to see many of you and your MG's out (other car's welcome) for a fun day in Riverside. Questions: Call Lloyd Hendrickson at (626) 330-0016.

Other Events of Interest

April 26

"Great Looks & Great Books"
Triumph Gathering 8 AM- 2 PM at
Autobooks/ Aerobooks,
3524 W Magnolia, Burbank

April 26

Healeys at the Driving Museum
El Segundo
<http://www.austin-healey.org/>

May 4

British Extravaganza Buttonwillow

June 28

Easley Pacific Rail Road See Art
Ludwick's new, improved train and
his neighbors famous castle.

May 17

Hollywood Hills Tour with VMG.
Meet new people (or if you belong to
both clubs, get 2 credits for one drive)
MEET at Evan Humphreys house
5842 Coretta, North Hollywood. 9-
9:30 for breakfast, Leave at 10 AM.
Please RSVP to Gene Olson 805-
522-8052. Buffet breakfast will be
provided; we need a count.

Oct 3-5

TCMG/ARR Conclave (see pg 9)

Dec 7

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

SU CARB DASHPOT CAPS

by Doug Pelton



The following information is a summary of my finding on the different engraving on the tops of the dash pot oil caps. It is by no means conclusive as there where limited responses to validate information. The following examples are discoveries to date and their "assumed" vintage. All of these caps are brass and have a knurled edge similar to the edge of a US quarter.

1. Prewar and very early TC (Maybe just enough to use up prewar supplies) These caps had a slot. Also noteworthy, is the fact that there were no dampeners on the early caps. Early float bowl lids had a different casting and were chrome plated. The banjo bolt fittings were smooth and rounded. Markings:

Above the slot:
USE

Below the slot:
BICYCLE
OIL



2. Early TC - Lettering 1/16" high. These early TC carbs can be easily identified with their distinctive butterfly spindle joiner between the two carbs. (Reference Mike Sherrill's TC's Forever, page 248.)

REMOVE & USE
THIN OIL
MONTHLY



3. Late TC - Lettering less than 1/8" high. These oil caps were definitely found on cars in late 1948 and 1949, and specifically on the EXU's. However, this oil cap seems to be somewhat of a rarity and may have been an interim or limited production. Markings simply show:

OIL



4. Late TC and Early TD - Lettering 1/16" high. These oil caps are very prominent. An interesting finding is that many of these had the word "Reservoir" spelled incorrectly. Instead "Reservior" was stamped on the cap. I have 1 of these and they have been commonly reported.

OIL
RESERVOIR (RESERVIOR)



A few TC owners report having black plastic caps with a knurled edge that said "Few Drops Thin Oil Month". These were probably adapted from later model MGs when the original brass caps were not available. However, I would like to hear from more on these types.

The cap went from round to hex with the TF so it would be inappropriate for a TC. Another cap, that has been seen is an aftermarket item, is the cap with an brass MG crest. It looks nice and adds that MG touch. All of these caps (except the MG cap) are available from



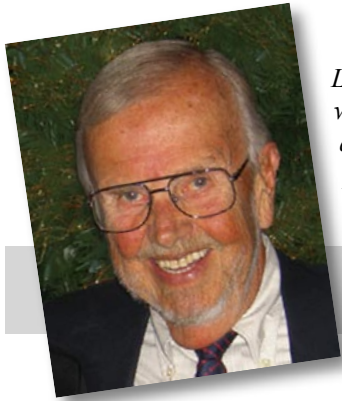
Burlen Fuel Systems and can be seen on their web page www.burlen.co.uk Click on SU Carb Spares and then Damper Caps

I would welcome any comments and corrections to the above. My data is very sparse so again I caution anyone drawing any absolutes from the above.

Also, as a request, I am personally trying to locate 2 caps that say "OIL" for my EXU show car. I would request that they lack any major scratches. I am willing to purchase or trade existing caps for them.

Doug Pelton
602-690-4927
1948 TC 7410 EXU Dec 48
1949 TC 7670 EXU Jan 49





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

August, 1985 Monte Carlo, Monaco

It had been an ambition of mine to drive the Monaco Grand Prix route ever since I had seen the 1966 Frankenheimer film, "Grand Prix", a film short on plot but very long on race driving special effects. In fact, it had won an Oscar for the racing sequences. For years I had carried around vivid recollections of the sequence in which James Garner comes out of the famous tunnel and hurtles his formula 1 car over the wall and into the blue Mediterranean.

I had business in Europe and Esther and I decided to rent a car after my meetings and do some touring. During preparations for the trip, I mentioned to my client that we planned to drive the French Riviera and he sent me a special invitation from "Société des Bains de Mer de Monaco", better known as the Monte Carlo Casino. This was an admission to the upstairs casino, which at that time was restricted to members and invited guest and required black tie. Taking advantage of the opportunity required packing my tux but it seemed too good an experience to miss.

We rented a car in Paris and headed east to Aix en Provence where the client's office was located and then headed toward the Riviera. Notwithstanding the glamour of the trip, the car we rented was a Ford Escort, a tinny, underpowered little car, but adequate for our purposes.

As we wandered east toward Monaco, Esther was excited about a night at the Casino, but my thoughts were on the chance to drive the famous, 2.8 mile grand prix course. Monte Carlo is a beautiful little city in a country of less than three-quarters of a square mile, overflowing with money and all its trappings. The Hotel de Paris is elegant and outrageously over priced and we were well out of our depth but enjoying every minute of it. The valet took our little car with frosty courtesy and slightly flared nostrils.



The night at the casino is still a memory we savor. We were all dressed up with someplace to go and we made the most of it, trying hard to act as if we belonged there. The upstairs gaming room is a little hard to describe. Red plush, tapestries, statuary, stained glass, ankle deep carpeting and an elegant hush over everything as the beautiful people who

really did belong there stood and sat around tables, playing games we couldn't understand and didn't dare try. At the end of the evening we played the slots we found in one of the downstairs rooms and did pretty well, although it had no relationship to the slots in Vegas.

The next morning at breakfast, I reviewed the map I had brought of the race route and believed I had it pretty well memorized. It's a very twisty circuit through narrow city streets with a lot of tough grade changes and I was hyped and feeling like Alberto Ascari (who went over the ocean wall in the 1955 Monaco Grand Prix).

We putted out in our little Escort and, with Esther as my navigator, found the starting point, and we were off. Sometimes anticipation and imagination can make the most pedestrian event seem to be something else entirely. I drove the circuit with all the flair I could muster at top speeds approaching 40 miles an hour but with visions of racing glory flashing through my head. There's a long and dark tunnel toward the end of the circuit where you suddenly break out of the darkness onto a long straight with the sun blinding you and the bright Mediterranean on your left, guarded only by a low stone wall. At that point I was Pete Aron (played by James Garner, played by me) and the shrill, beautiful sounds of formula 1 cars were in my ears.

I know it all sounds very Walter Mitty, but it happened to me and it was delightful. Some day, if they are interested, I'll tell my grandkids about how grandpa drove the Monaco Grand Prix – and I may leave out that I drove it in a Ford Escort.



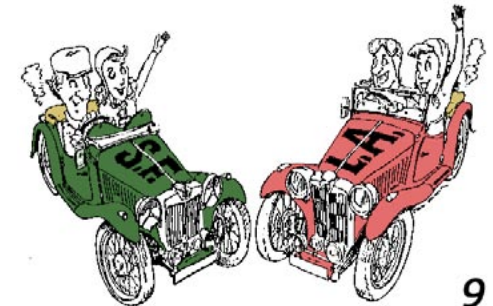
52nd Annual TCMG/ARR Conclave

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.



Carb Dashpot Oil

When I was younger and had too much time on my hands, I conducted experiments with various weights oils in the SU carburetor dashpots. I tried 20W, 30W, 40W, ATF, and sewing machine oil (3 in 1). The oil acts as a damper to piston rise. Lighter weight oils result in a faster rise of the piston. Faster rise places more fuel into the combustion chamber. Slower rise yielded slower acceleration times. What I ended up with was you burned more fuel with lighter oils, but got better acceleration.

The heavier oils, after 20W, really dropped the acceleration times.

You got better mileage with 20W, than lighter oils, and acceptable acceleration. So, 20W was probably determined to be a good all around by the factory.

Bill Phy told me about vacuum pump oil. Same viscosity hot or cold. That is what I've used since being told about it maybe 15 years ago.

John Seim, Irvine, CA

MGVR event at Laguna Seca



Photo by Thelander

Pages and Simmons in front of Simmons' MGC GTS

MG Vintage Racers at Laguna Seca, April 12-13



Photo by Steve

Pete waves to the crowd during a cool-down lap



Photo by Steve

Steve Simmons takes George Kershaw for a ride around the race track



Photo by Scott Brown

Pete and Fran Thelander with their award for "Favorite M.G. Vintage Racer", presented by the Pebble Beach Sports Car Club

Pete gives Linda Simmons a ride in the NE



Photo by Linda

George Kershaw and Steve Simmons help Pete detail the NE



Photo by Steve

Not shown but also there were TCMGers Kevin Kershaw and Allan Chalmers.

For Sale and Wanted

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

MGTC WANTED!!

I want to buy a TC that is mechanically solid. I don't care too much what it looks like. I can't afford a fully restored car, as much as I would like one. But I want one that is very drivable, even if cosmetically it needs work. My intent is not to restore it for a profit. I just love TCs, as all of you do, and I miss driving and owning one (I've owned 5 TCs and a TD). Anybody have any good leads? I welcome any thoughts or suggestions you might have. I'm located in Southern California.

Thanks very much,

Larry Pate
Redondo Beach, CA
larry.pate@gmail.com

1947 MGTC for Sale

Richard Hillman who was a member of the TCMG is selling his TC. It is on consignment at British Sports Cars in SLO. Check out the web site for photos and info (half way down on the vehicles for sale list). Phone: 805-544-2277 or www.britishsportscars.com



NEW SU CARBS for TC



Brand spanking new SU carbs for TC with original packing. Bought them and then found some rebuilt ones I could not pass up. \$1050 for the pair (Moss lists them for \$1395 plus tax).



David Edgar,
djedgar@pacbell.net
or 619-593-8255

March Meeting Minutes & Program

Speaker - Tony Henkels

Photos by David Edgar



Usual items were in our mail box, Safety Fast, other magazines plus the AAR newsletter. Items are available for anyone to look at, and or take.

Only item brought up in Old Business was the GoF auction donation. Cindy Henkels already has purchased a couple items and is working on several more.

As far as New Business, George mentioned Fran Thelander had arthroscopic knee work done last week and is doing well.

Tour reports began with the recent Snow Tour. Dreary weather at the start, but once up on the mountain it turned out to be WONDERFUL and the small band in the group had a fabulous time building a little snowman and then placing it onto Olson's TC bonnet. Future wildflower tour was mentioned. Reports of many flowers being visible were reported so should have flowers



Tony sure had a big smile on his face as he told stories about his Lincoln.

Our meetings have become so world famous that we even had the shuttle astronauts fly over for it. George Kershaw mentioned that both the space station followed by the shuttle would be visible overhead at 8:05 and so many of us trekked outside to view it. Sure enough, from out of the southern sky came a white speck followed by a second white fleck in the sky. Both disappeared to the north after a couple minutes. That was the first time I had ever seen either in the sky live. Thanks George for cluing us in.

So we wandered back in and our illustrious president, Dave Coleman, got our meeting started at 8:11. We approved the minutes of the last meeting as printed in the March Midget Chassis.

Joyce, our treasurer, reported we are still solvent. Treasurer's report with details are posted on the wall for inspection for those that want to see details. She also reported we currently have 101 members renewed for 2008. Directory will be assembled and mailed out soon.

March Minutes & Program (continued)

to see. However, Joe mentioned there are hardly any at our usual location. Should a tour take place, April 27 was thought to be a good time. Need to see what future rains bring. Also mentioned was that the Palm Springs Weekend had been postponed.

Lloyd Hendrickson invited our Guild members to tag along on his VMG tour to the Riverside Automotive Museum on April 19. And George mentioned the VMG Hollywood Hills tour on May 17 is open as usual to our members as well.

Susie Coleman is looking for places to hold the Holiday Party. Dec 7 seems to be best to avoid conflicting with the VMG and ARR parties so are aiming for that date. The Hotel Huntington Beach seems to be the favored spot so far.

Your humble TCMG Secretary,

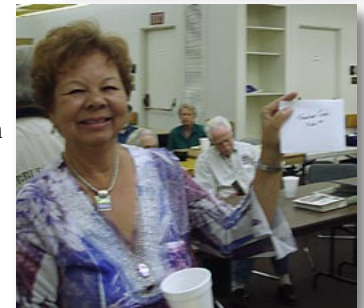
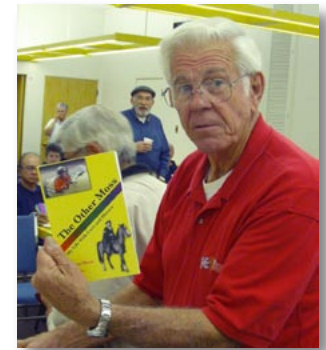
David Edgar



Tony was an animated speaker communicating with a smile, his voice and hands.



Thanks Tony for bringing the photos and the stories.



Lloyd had possession of the first winning raffle ticket and elected to take Al Moss's new book "The Other Moss." Susie choose the \$20 Trader Joe's gift certificate while George was quite happy with the very useful helping hand tool, perfect for his model building.

TCMG Annual Meeting / Holiday Party

Sunday, Dec. 7, 2008
6 PM - 11 PM

Annual Meeting and Holiday Party
plus
Auction and Toy Drive

Free self parking

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

GoF West 2008

Monterey Bay, California - July 6-10

www.gofwest.com



Event Registration Fee:

\$55 or In-Spirit for \$25

Send the following info plus check to:

Mike Campbell, 3570 Willow Street, Bonita, CA 91902

Hotel Information

(Make your own reservations)
Hyatt Regency Hotel Monterey
1 Old Golf Course Road
Monterey, CA 93940
Phone: 1-831-372-1234
Standard room: \$159.00

Name _____

Address _____

Phone _____ eMail _____

MG year, model, license and color _____

Club Affiliation _____

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" 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)

DRIVE THROUGH TIME... WITH PEACE OF MIND



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*.

We provide agreed value coverage, and fast friendly claims service on all of our policies. So all you have to do is *drive through time... with peace of mind.*

J.C. Taylor
Antique Auto Insurance



www.JCTaylor.com
1.888.ANTIQUE

GET A QUOTE ONLINE TODAY.

You can insure your TC for surprisingly less than you think.

<http://www.jctaylor.com/Antique/antique.html>

or write:

J.C. Taylor Antique Automobile Insurance
320 South 69th Street
Upper Darby, Pennsylvania