



First Class Mail

TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

November 2008



*Just a sampling of
the many photos
from the Conclave
this year. See more
beginning on page 8.*



Cover photos by Rick Storms and Steve Simmons

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The MIDGET CHASSIS November 2008

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captioned photos for the next
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The Classic Chassis
c/o David Edgar,
1454 Chase Terrace
El Cajon, CA 92020
email: djedgar@pacbell.net

**View this issue
in FULL COLOR
on the web:**
tcmotoringguild.org

*Deadline for
submissions to the
Dec. Midget Chassis
Nov. 10th!*

TCMG October Meeting

Tuesday, Oct 28th

7:00 PM

OCTOBER HALLOWEEN POTLUCK DINNER & MEETING



Last names
A-M bring a salad
N-Z bring a dessert

Lasagna, bread, drinks, paper
plates, plastic utensils, and cups
will be provided.

Note: if you really rather bring a
salad instead of a dessert (or visa-
versa) we can live with that.

To RSVP or if you have questions
on the dinner please contact:
Suzie Coleman
Phone 714-898-2008 or
davidmcoleman@yahoo.com

And we will have **TWO CONTESTS**

Of course we have the usual
(or should that be unusual)
COSTUME CONTEST
which is always surprising

And we will also have a
TABLE CENTER PIECE CONTEST

What can you design that
incorporates Halloween and TCs?

PRIZES and honors to the winners

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.

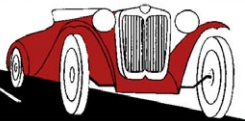
TCMG Executive Council 2008

| | | |
|-----------------|----------------------------------|--|
| President | Dave Coleman . . . 714-898-2008 | davidmcoleman@yahoo.com |
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33rd VMG MG Parts Exchange

Sunday, November 23
7am to 1pm

College Park, College of Communications
2600 E. Nutwood Ave.
Fullerton, CA

Across the street from CSU-Fullerton

A not to be missed event if
you need parts for your TC
(or other MGs) or if you just
like to talk MGs.

Admission:
General: \$5.00
Vendors: \$20.00 (initial space
and \$10 for additional space.



For more information:

John Seim
949-786-5697
kingseim@earthlink.net

Don Kosup
714-828-5688
dkosup@aol.com

Bob Christian
714-998-7281
Bob.Christian@minarikcorp.com

Vintage MG Club of Southern California web site: VintageMG.com

Abingdon Rough Riders Web Site



Rick Storms has been busy dressing up the Abingdon Rough Riders web site. You can down load their newsletters, see photos of some of their events, and find links to other MG related sites (including our own TC Motoring Guild).

Have a go at it:
abingdonroughriders.org

Rare TCMG Collector's Item



At a recent meeting, Harvey Doty showed us this card that he carries around. A membership card from the T.C. Motoring Guild, Inc. certifying that he was a member in good standing with dues paid until Aug. 1, 1959.

Thank you for sharing this Harvey.

TCMG Annual Meeting / Holiday Party

Sunday, Dec. 7, 2008
Doors open at 5:45pm



Fun Auction
Good Company
Excellent Dinner



Charity that we support this year is the YWCA Women's Abuse Center

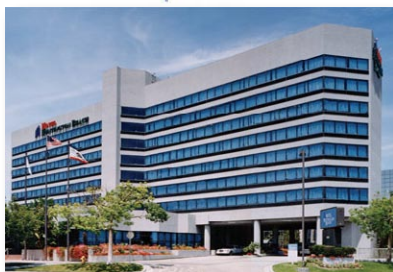
What they need are board games for the mothers to play with their children. Bring a few to help with this worthwhile need.

SAVE THE DATE!

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



Dinner Reservations must be received by **Friday, Nov 21**

Entree Choice

- ___ Chicken
- ___ Prime Rib
- ___ Salmon
- ___ Vegetarian



Total # of dinners _____

@ \$30 each

Amount sent _____

Make check payable to: TCMG

Send Dinner Reservations to:
Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020

Member News

Congratulations

Steve & Linda Simmons entered their MGC GTS in the Concours D'Provenance at Palos Verdes. They left with a Best in Class award.



Harvey Schnaer went into Northridge Hospital on Oct 8 for knee surgery but prior to the surgery it was found he had congestive heart failure. He is still there if you want to send your greetings.



Frank Borgardt (who was a member of the TCMG for a number of years until he dropped out this year) is suffering from Alzheimer's. It is bad enough now that he was placed into an Alzheimer's home recently. If you wish to drop Carol a note I am sure she could use the support.

Frank & Carol Borgardt
2858 Siena Rd
Livermore 94550



Esther Belland had her back surgery and is now doing the therapy recovery. However Stan had a knee mishap and had to have surgery to repair a shattered knee cap. Ouch. We wish them well.

GoF West '09

June 22-26, 2009
GoF West Squaw Valley
gofwest.com



52nd Annual TCMG/ARR Conclave



Thanks to Rick Storms, Steve & Linda Simmons and Ron Simon for sharing these photos. Seeing them makes it almost like being there.



This page shows mostly the trip to Oakhurst. Steve experienced a bit of an electrical problem but was able to solve it.



October 3-5



Barney & MaryLou Jackson (former TCMG members) looking mighty fine. And their TC still chugs away and sparkles too.



This page is mostly of TC activity in Yosemite. A bit foggy and drizzles gave it a London feel.

Members of the Guild taking TCs were Olson, Simmons, Roth, Reid, Wescott, Chalmers, Storms, Pohle and Traill. Other Guild members in attendance were Appell, Coleman, Glass, Simon and Wilmer





The panorama below was made possible with Photoshop work by Steve. You didn't think you could get everyone to pose like that at one time did you? And Steve found the marquee a bit boring so adjusted it to make it more appropriate.



Photos on pages 10 & 11
by Steve Simmons
and Rick Storms

More photos on page 15

Installation of TC Seats

including Sliding Rails and Associated Hardware

by Doug Pelton

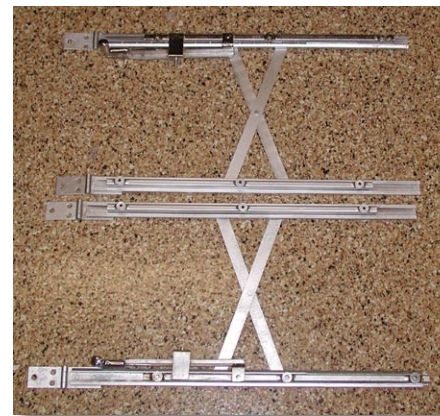
One of the standard questions when a TC is been restored is, "Where do I drill the holes to secure the seats? There have been a number of writings and numbers thrown around on seat placement. However, through the years new seats, new holes, new floorboards, aftermarket seat rails, and rebuild tubs have all changed dimensions whether 1/8" or a 1/2" from the factory equipment. You need to fit the seat for your car only with your new or replacement parts. The following explains seat originality and details a successful "refit" of the seats of TC7670 EXU.

Seats: The seat bases were made of ash wood with an early and late style. The early had round holes in the base and the later had elongated slots to let the air pass through upon compression. When finished these opening should be covered with a course fabric from within the seat and the wood edges of the holes and wood bottoms should be painted flat black to give it a finished look. Also an upholstery tape will cover the finished edge of material to wood. The original seat cushion said "DUNLOPILLO LATEX FOAM CUSHIONING, MADE IN ENGLAND, P36A/B". (The A or B indicated which side/part # for the pillow). The cushion had square open



chambers in the bottom of the dense spongy latex bottom. (Remarkably, the original cushions from TC7670 were in such good shape that they were reinstalled during its restoration as part of the effort to make it as original as possible as it came from the factory, so these will be a time capsule for the next restoration.) The seat backs have a plywood backboard with a set of springs fastened to it. The original coil springs were anchored to a frame made of up very heavy steel wire about 1/8" diameter. After market seat back spring sets went to a framework consisting of strapped steel providing a stronger base. The seat back also had holes to release air and should have the wood edges painted the same as the seat bottoms. Original seat back upholstery was finished using black cut nails (tacks) on the back of the seat. One distinct feature of the TC is the ribbed upholstery on both the bottoms and the back. There are 2 different methods of forming this pleat. The first is to take batting in between 2 layers of material and stitch together. The second is to stitch the 2 layers together and then but a strip of batting and then repeat the process for each pleat. The original process used the latter method which gives a "puffy" type look to the seat and a more pleasing dimension to the eye. This may be a consideration for your restoration and selection of your vendor. *Caution:* Do not install any hardware on the back of the seat back until the seat bases are sited and placed.

Seat rails: Original seat rails can be identified by the 3 screw holes in the



floor mount tab. Some aftermarket rails only have 2 holes to secure the rails to the floorboards. The rails were cad plated (satin silver color) with the exception of the adjustment handle which was polished chrome. Even rusted seat rail can be resurrected to like new condition. Simply send the base rails and the non-chromed rail to the cad plater with all your nuts and bolts to get freshened for your restoration. Then send the rail with the adjustment handle to the chromer and tell him to polish the handle only. The seat rails are fastened



to the bottom of the seat by 12 slotted flat head screws screwed into T nuts in the seat bottoms. If you don't have the original screws then you can use 10-24 screws from the local hardware. Some replacement seats have 10-32 threaded T nuts so select your screws accordingly. Unfortunately, the modern screw heads may be a little too large but you can trim the heads down on the grinder to

a diameter to fit the rail itself. When installing the seat rails keep in mind that the adjustment handle goes to the outside of the car for each seat. After the rails are fastened to the bottom of the seat then slide the seat hinge rails into place on the seat bottoms.



Seat Installation: Where do I anchor the seat rails to the floorboards? There is no exact answer but there is a solution.

- Adjust the seat in a notch that will let you move forward a couple of notches after installed. (This will allow your 16 year old son to drive the TC on his first date or to the prom.)
- Place the seat bottom with rail attached in the car. Position and adjust the seat to parallel the tunnel. Then move it as close to the tunnel as possible which will allow only enough space for the thickness of the carpet over the tunnel. This would be about 1/4 - 3/8" spacing
- Next move the seat towards the rear of the car while holding the seat back hinge parallel to the deck lid riser. Stop when the seat back hinge approaches the starting handle clips with 1/4" to spare. If you are tall, and need extra leg room then you may consider removing the starting handle clips and repeat this step with a 1/4" clearance to the riser only.
- Check the clearance between the seat and the outside of the car. You should have about 1 1/4" spacing and the outside of the seat should parallel the outside of the car. *cont'd on pg. 14*

• When satisfied with the clearances for these 3 sides, site and drill your holes for the rails to the floorboard and repeat the process for the other seat. Original fasteners were #8 x 1/2" slotted countersunk wood screws but through the years many of these have been replaced by other fasteners because the wood screws have pulled out of the floorboards. A suitable alternative is using #10 machine screws with a T nut under the floorboard.



• Once the seat rails and bottoms are secure then it is time to fasten the hinge sleeves to the back of the seat. *Some words of caution:* Sometimes the seat hinges are not symmetrically installed per set. Therefore measure the center of the hinge sleeve from the center of the tunnel and then site the same measurement on the back of the seat from the center of the back seat tunnel scallop. Install the bottom of the sleeve tangent to the bottom of the seat back. (This assumes that the tunnel was installed at the longitudinal center of the car, which you should also check). Use a #6 x 3/4" slotted round head wood screw for the sleeves except for the bottom 2 screws and then use a shorter 3/8" long screw due to the reduced thickness

• Next site the seat back adjustment brackets by first holding them in place with the wing nut to the wheel arch bracket. Make sure the washer/ spacer is installed between



the 2 brackets. Now let the seat rest against the brackets to determine the correct placement of screws into the seat back. Use tape to outline the perimeter of the bracket instead of marking up your new upholstery. When satisfied, position the tonneau bar with its top tangent to the top of the upholstery on the seat back. The bottom screw holes of the tonneau bar should be no higher than level with the top holes of the adjustment bracket or within 1/2". Fasten brackets and tonneau bar to the seat back using #8 x 1" slotted oval head wood screws.

• Finally, slide the seat back hinge sleeves onto the seat hinges and check the final fit.

There may be other techniques or tips or suggestions which are always welcome.

Comments can be sent to
doug@FromTheFrameUp.com
or 602-690-4927

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Even More Conclave Photos



Gordon & Mimi Glass



Norman & Brenda Tuck



Gene & Karen Olson



Bill Traill



Bob Wilmer



Barry & Sue Swackhamer



What's his name and Linda Chalmers



Photos by Rick Storms

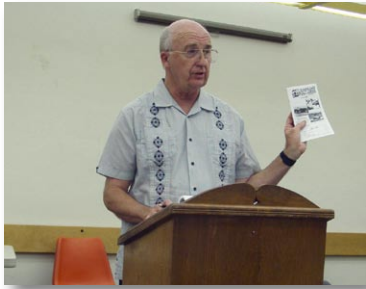


Ed & Karen Pohle



Terry & Cindy Sanders

September Meeting Minutes



Pete Thelander is talking about his 1934 MGNE adventures this meeting. Larry Einhorn is scheduled to be the speaker at our November meeting.

The ever popular Vintage MG Parts Exchange is being held Nov. 23.

Our Sunshine Chair, Bobbie Simon, reported that Esther Belland had her back surgery and was now recovering and doing physical therapy. However Stan had a knee mishap and had to have surgery to repair a shattered knee cap. Ouch. We wish them well.

TCMG Holiday Party plans are going well. Party is Dec. 7th at the Hotel Huntington Beach. Dinner menu is finalized and we are now taking dinner reservations (Need by Nov. 21).

The business part of the meeting was finished so we adjourned at 8:40 pm. We visited, ate and then enjoyed a very informative history of the seven MG NEs and in particular the one Pete has, restored, and now enjoys racing.

Your humble TCMG Secretary,

David Edgar

Business part of the meeting was fairly brief. Minutes were approved as printed in the Midget. Treasurer's report showed us in the black and membership sitting at 105 members. No mail as Harvey was not present.

Guests Karen and baby Addisyn were acknowledged (daughter and 1 year old grand daughter of David & Joyce). Also present was John Uniack who we have not seen for some time.

Don McIish mentioned seeing a wonderful video on YouTube on a Austin Healey 3000. He suggested we get some videos up to promote the MGTC. (Ed Note: there are many TC videos up already-see next page).

Our last event was the Griffith Observatory run attended by Ron & Bobbie Simon, Gene & Karen Olson, Joel Shapiro and Ron Wong. Recent restoration of observatory was very well done. Ron Wong invited the group to his house at the bottom of the hill for a very tasty Chinese lunch.

Conclave is next event and a brief explanation of how to caravan up to Oakhurst was discussed.

Next meeting will be the Halloween Pot Luck Dinner. Lasagna and most everything will be provided and members only need to bring either a salad or dessert. Details to be in next Midget (see page 3). There will be a costume contest and a table centerpiece contest.

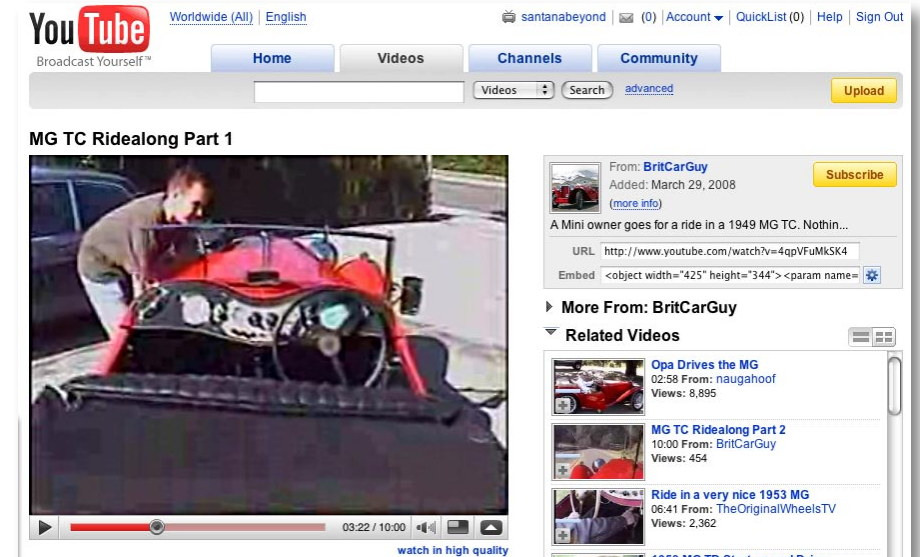


Pete Thelander and the 1934 MG NE that everyone seems to drool over. Pete did an outstanding job of resurrecting the NE and documenting the history of it and the other six (only seven were built).



MG TCs on YouTube

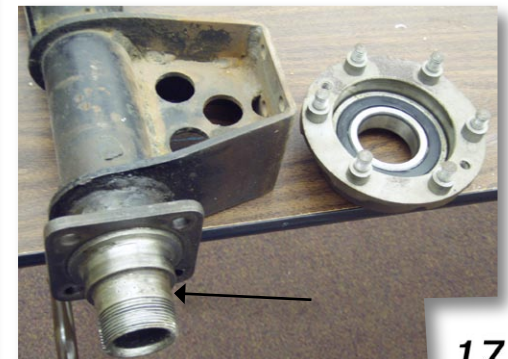
Want to take a ride in a MGTC but your is down right now? Try this. Go to: youtube.com Do a search for MGTC and you will get quite a few hits. You can spend quite a bit of time enjoying MGTCs while parked right in front of your computer. You might see some videos are from a fellow that goes by BritCarGuy. Does the TC look familiar? Well it belongs to Steve Simmons. Do a search for BritCarGuy and you will see some of his other videos such as his MGC GTS chasing a Porsche Carrera or a Girl and her MGA (girl being wife Linda). Careful. You may end up spending a few hours of TC bliss.



Rear Axle Woes



John Uniack brought his TC rear axle housing to the meeting. While rebuilding it he found a surface that a bearing rides on had worn and was causing the carrier to wobble. He was looking for ideas to fix it. Let John know if you do.



Just a Few More Conclave Photos



Ron & Bobbie Simon



Bob & Beverly Moore

Photo credits to Ron Simon, Rick Storms and Steve Simmons



Bobbie Simon and Mimi Glass



David Reid & Terry Schuller, Norman & Brenda Tuck, Allan Chalmers, Gene & Karen Olson, Gene Wescott

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

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