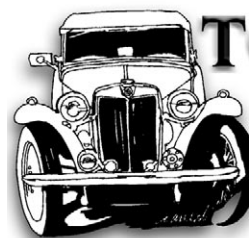




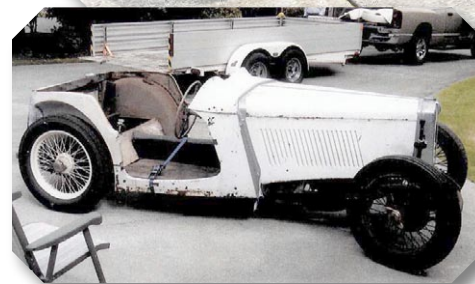
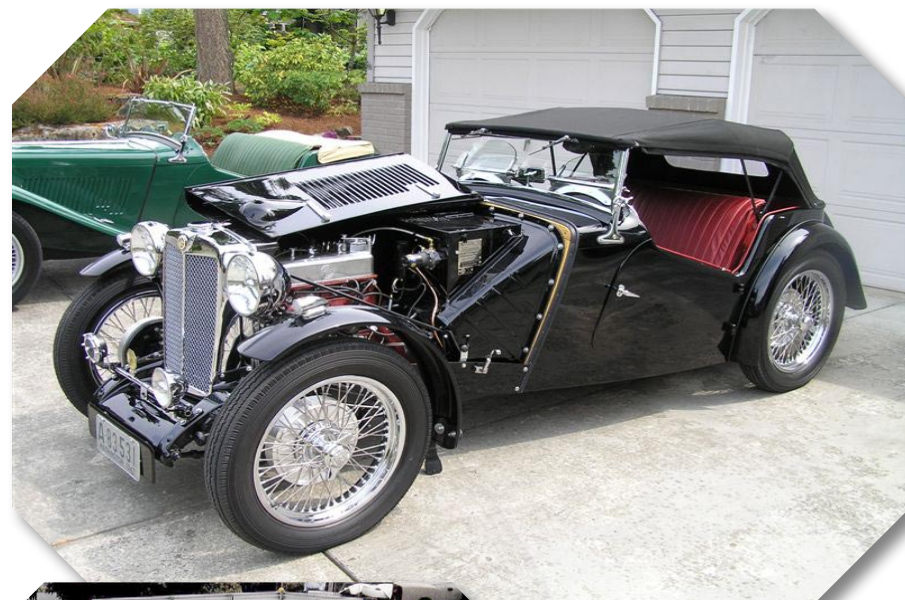
First Class Mail



TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

September 2008



Ladies and Gentlemen, feast your eyes upon the latest TC restoration. TCMGer Jim Sullivan out of Washington spent 2 1/2 years on this and it is a real jewel to look at. Good going Jim. More photos on page 9.

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Ron Simon

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The MIDGET CHASSIS August 2008

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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
Sept. Midget Chassis
Sept. 10th!*

TCMG August Meeting

Tuesday, Aug. 26th

7:00 PM

Note time
and
location
change

Movie Night at the Simon Museum



At our August meeting we move from our traditional Montrose meeting location and visit the Simon Auto Museum. The private collection consists of classic cars, movie props, auto memorabilia, avionic items and much more are yours to view. Arrive early to kick tyres. After our business part of the meeting we will view a MG and an auto related video. This is always an interesting event so don't miss it.

**Note change of
time and location.**

15700 S. Broadway Street
Gardena, California 90248

Thomas Guide P734 -C5
Museum is behind Coast Appliance
(look for sign on fence "Cornwell &
Sheridan Classic Cars")

Take I-110 to Redondo Beach Blvd
Go east on Redondo
South on S. Broadway
Coast Appliance is on corner of
157th & Broadway.

Museum is in rear of building
Enter driveway from S. Broad-
way and park in gated area

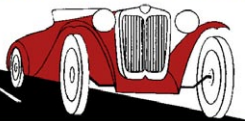
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Griffith Park Observatory Tour

**Saturday
September 13th**

The Griffith Park Observatory completed the four and half year restoration in 2006. If you have not been up there lately you will be surprised.

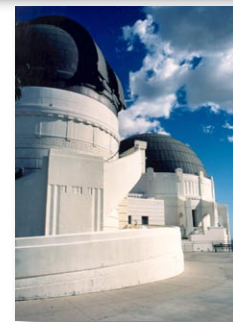
You can get a preview of everything at:
griffithobs.org

Meet at Observatory at 9 AM, and we will have lunch afterwards just down the hill in Los Feliz

Other events you might be interested in:

August 23, Solvang Wheels and Windmills
wheelsnwindmills.com

August 23 Victor Valley MG club is having a picnic in Wrightwood
vvbcc.homestead.com



Plan ahead for:

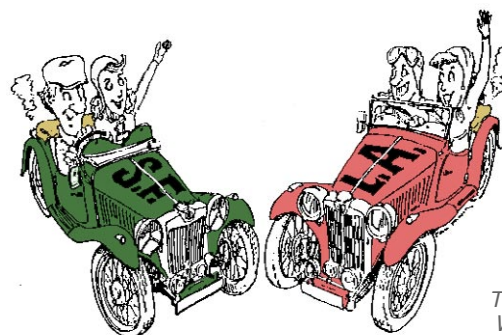
Dec 7, 2008 - TCMG Holiday Party
Huntington Beach

June 22-26, 2009 GoF West Squaw Valley



52nd Annual TCMG/ARR Conclave

October 3-5



25 rooms reserved at the
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The rooms are under "MG Group".
We will have the Saturday dinner
in the banquet room at their restaurant. **5**

TC Restoration Leads To Business Opportunity

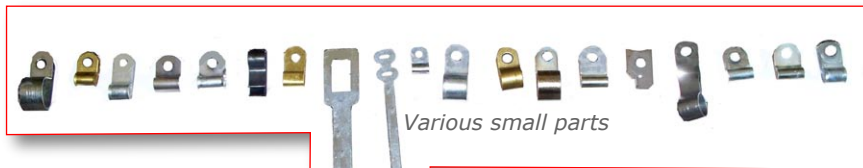
by Doug Pelton

Four years ago I began a restoration on TC 7670 not knowing that the car was at best a candidate as a parts only car. Without realizing how much was actually wrong with it, I set my goal to restore the car to factory standards as a personal tribute to the previous owner, my deceased cousin. Unfortunately, I was too far committed when I realized the error I had made. Nevertheless, I continued on my quest to find all of the correct pieces. My search began with the Moss catalog. I began to notice that many items had "NA" instead of a price listed. Sometimes I needed a part that was not even listed. The search soon expanded to Abingdon Spares and other MG parts providers.

I found that there was plenty of availability for common, high demand items for the TC. However, the hard to find small bits led me down many roads. Some items I eventually found, others had to be manufactured or hand crafted. As I sourced each of my own items I

began to purchase or manufacture extras with the idea that the hard part of finding these items was done. It only seemed logical that there was a market for these bits and making them available would benefit other enthusiasts like myself. Thus, a company was born called From The Frame Up. Starting up a small bits TC company was not my initial goal but was a natural evolution as a result of being a perfectionist and wanting to help other TC restorers with what I have discovered.

I will specialize in TC hard to find parts such as springs, fasteners, trim, hardware, tools, Triplex glass, and the midge mascot. Please check my website (under construction) at www.FromTheFrameUp.com after Aug 31st. In the meantime, you can request a catalog via email at dougpelton@cox.net



Various small parts



Small spring sets



Curtain compartment snap



MG Midge radiator cap mascot

New TCMG Members

Welcome to the TC Motoring Guild

Patrick & Laura Mauch

338 Plantation Drive

Titusville, FL 32780

phone: 321-698-6110

ovdiner@hotmail.com

1948 TC ??? X-PAG ??? Royal Blue / Tan

Patrick was a member of the Guild for about 12 years ending in '92 when living in Los Angeles. He now based out of Florida and said he would send his TC info in later as he does not have access to the TC at the moment. He and Laura have been motorhoming for the last 3 years and the TC is back home. They currently are in Branson, MO for a month.

In 2010, they plan to take the TC from Canada to Mexico (one month) along Highway 1 with friends from England, who will be driving their 1953 Jaguar.

He also said he would send a photo of the two of them but he does not know how to do that via email yet. When you figure that out Patrick, do send one.

Another TCMGer with a MGB

Seems that many TC lovers also enjoy the MGB and so when TCMG member Bob Davenport was looking for a project to do with his son, that is what he chose. It took quite a bit of work including but not limited to a new paint job, chrome work, new interior, and some mechanical work. It is still not done but far enough along for a top down jaunt on a beautiful Southern Calif. day.

Good going Bob!!!



The Long TC Wins Again



Larry Long won a coveted Central Coast British Car Club award for his TC at their show on July 27th at the Channel Islands Harbor. Also present at the show were Steve & Linda Simmons and Gene with his SA.

Thank you Larry for the photo.

The Other T in Our Stable

by Steve Simmons



While taking back roads home from a British car show last month, we spotted this 1925 Model T Roadster Pickup for sale in a driveway. Linda's reaction was typically female - she called it cute. Actually her words were "it's sooo cute". The extra two o's let me know I was in trouble. When she asked if we could take a closer look I had to oblige, knowing how wrong it would be to refuse such a request from one's wife.

The truck was fully restored, looked great and was priced attractively. Being impulse buyers, we had to walk away before we did something stupid. We had no plans to buy another car, but a few days that very Model T was in our driveway!

Learning to drive the Model T was a challenge. It makes our TC seem like a pinnacle of modern engineering! The throttle is on the steering column and the shifter on the floor. Spark and mixture are controlled on the fly and it steers more like a wagon than a car. But that's part of the charm, just like the quirks of the TCs make them what they are, and so easy to love.

We put the Model T to use right away, hauling supplies home from the lumber yard. That's what they were made for, after all! Within 60 miles or so I had

to rebuild half of the gearbox (or is it transmission on an American car?), calibrate the coils, fix a fuel leak, repair an exhaust manifold leak, clean the plugs and tighten dozens of fittings that had rattled loose. No worries, most of this is quite normal! To put the technology in perspective, when Model T's were first introduced you could comparison shop between the Ford dealer and the horse buggy dealer down the street!

Most people react with surprise that we not only bought a marque other than M.G., but a non-British one. Well, it may not be an M.G., but we still consider it British. How so, you may ask? Simple... This Model T was built in the Canadian factory for their home market. In 1925, Canada was still a British Dominion, so in buying this Ford we haven't COMPLETELY defected to the colonies! Our loyalties are still with British Iron, even if the Iron is technically American!

And in an email, Steve wrote:

The Model T leaks enough oil to keep all the other MGs topped up simultaneously. Just the nature of the beast I suppose!

It lives outside with the BGT but we do keep it covered. Did Sell the MGYB and it left today so the GTS took its place above the TC. At least I have part of my garage workspace back!

Jim Sullivan Finishes TC 5515



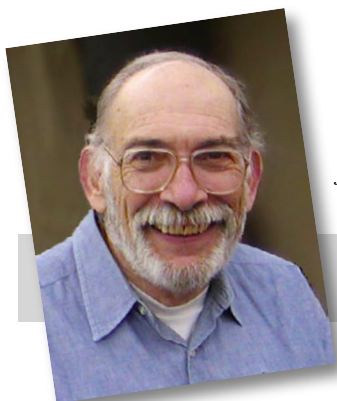
Jim already had (and still does) a really nice TC EXU that he and Jan drive all over with. But he wanted another project. He says it took 2 1/2 years from complete rust bucket to this. Lot's of fun he says now but when he first started this he stated "Like one headache is not enough." He had planned to have it done for the recent Monterey GoF but that did not happen. But



you do not rush perfection and it surely was worth the time, effort and wait as you can see from the photos he sent.

Congratulations Jim. Job well done !!!





Do you have a memorable ride that you would like to share? If you do, please send to David Edgar along with any photos (if any) to be included in future issues of this fine publication. Shoot for around 500 words in length.

A Memorable Ride

by Ron Simon

April 1998, GRAB Tour

In April '98 the TCMG took 12 TC's back to Britain for the Grand Rallye Around Britain '98 (GRAB '98). It was raining heavily the day we delivered our cars to Martin Transport for loading into containers causing most cars to arrive soaking wet. The transport company agreed to a few days leeway before loading the cars to allow them to dry out. We did not see them again until 6 weeks later when they were unloaded at the dispersal place in Blackheath near London. When Bobbie and I arrived to collect our car, we found it being taken apart and was told that the starter had locked up. I prefer to work on our TC myself and said I would take care of it. After undoing the starter bolts, I was able to free the stuck pinion gear and get it going. Some of our other members had stuck clutches and various maladies along with lots of mold from clothing packed into the cars before shipping. Once things were sorted out we started the tour on May 14th. Everything went well for the first week except for our getting locked in our room at the Farringford Hotel on the Isle of Wight—another story.

Leaving the Woodfalls Inn in the Wiltshire area Bobbie and I were leading the group. We were just a mile outside town when I noticed the temp gauge suddenly jump up over 100 degrees Celsius. I pulled over to

check. The core plug under the manifold had popped out with the loss of all of the water. Dave Coleman gave me a ride in his TC back to a local garage in town. I showed my triple A card and they sent a cute little breakdown truck to pick me up. They let me use some space in the



back of their shop and I proceeded to take apart the right side of the engine with the tools that I always carried. I replaced the core plug with one of the extra Moss core plugs that I had brought along, (big mistake). It took me about 2 1/2 hours to make the repair. We drove to the next stop by ourselves as we had not wanted the group to wait for us and caught up with them at the Manor House Hotel in Studland Bay, Dorset.

Everything went well for the next week until we arrived at the Pencerrig Gardens Hotel in Builth Wells Powys in Wales with water pouring out again from under the manifold.

After checking into the hotel, I moved our TC to the rear service area and proceeded to take it apart again. By this time I had accumulated some observers. There was Paddy Wilmer



of the MG Car club, who had been advising and traveling with us for a time in his TB. Also observing was Ken Selby and his young son, who had come in a decrepit looking TA. I find it difficult to work while people are watching my every move. Even though we talked to each other they made no comments and offered no advice. I finally finished replacing another core plug, put the engine back together, added water and took it out for a ride up and down the road. I came back with water pouring out again. Nothing to do but to take the *#@+?%# apart again. Barry Swackhammer came to my rescue with an expandable core plug, which when installed finally solved the water problem. To make things worse, the starter had jammed up again and could not be freed up. The starter was now a goner as the shaft was bent. Jim Crandall happened to have an extra starter with him and all I had to do was to put my end switch on it and proceed. No go, my starter had the end cap drilled out for larger screws which would not fit Jim's starter. Just then Ken Selby came up with a better idea. He suggested we go into town and see if we could find some screws to fit.

Ken's TA may look decrepit but it's not. It is one of the old "Cream Crackers"

team of trials racing cars from the 30's. I believe it was raced by Jesus Jones. It has big 16" tires on the rear and 19" in front and dual spares. Ken told me with a straight face that he and his wife sit up



front, his young son and teen daughter sit behind the seat, plus luggage and they go off to France on holiday. I got to ride, holding the starter in my lap, up front with Ken, his son, sitting in back and off we went very fast into town. We found an ironmonger, (hardware store). In the store we found a little old lady who seemed to



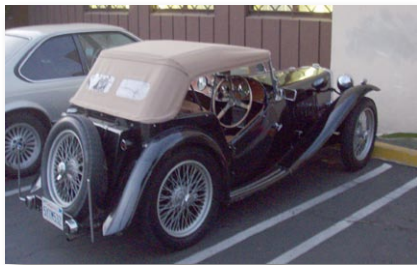
know where everything in the store was located. After I showed her the starter she took us into the basement and pulled out a box of 4BA screws. They, of course, fit perfectly. I purchased 6 of them to be on the safe side. The whole cost came to the equivalent of 75 cents American. After another wild exciting ride back to the hotel I finished the job. I thanked Ken for the great ride. He told me that he had never seen an expandable core plug as they were not sold in England at that time. When we came home I sent him a set in various sizes.

By the way I later found out that the large core plug that Moss sells is actually .003" undersize, go figure.

July Meeting Minutes

Our president, David Coleman, was not available tonight so second in line of keeping us in order, V.P. Ron Simon, took over and gave us the signal to start the meeting. Took a little coaxing since Linda Simmons had brought the munchies and what a spread of food and desserts there were.

Minutes from last meeting were approved as posted in the Midget Chassis. Joyce gave us the Treasurer's report and we are doing just dandy. Details of our finances for those that are interested were posted on the wall for all to see and enjoy.



Joel Shapiro drove his TC to the mtg.

George Kershaw lead the report of the recent GoF with others kicking in various tidbits. Doug Pelton won 1st in the TC class with his recent restoration as well our other members who won various awards as posted in the Midget Chassis. But it was Steve & Linda Simmons who walked off with a multitude of awards including the large cup for having the high points of the meet. Cup was too big to fit in the TC so someone helped them out there and brought it down and to the meeting for them to pick up.

A report of Bob & Lynne Douglas, who many of us were lucky enough to meet at GoF, and their fantastic trip progress indicated that they nearly at their northern destination of the north slopes of Alaska. We wish them well in that TC.

Another grand event that we recently had was the Easley Pacific Railroad tour at the Art & Sarah Ludwick's home. It was a very big turnout of TCMG members along with grand children too. Could not have asked for a more beautiful day and company. Thank you Art & Sarah. But that was only half the tour as they arranged for us to visit the local Rubelia Castle landmark which was filled with interesting items and stories everywhere you looked. Thanks again Art & Sarah.

August is the Movie Night at the Simon Museum for our meeting. We always get a good turnout there so do not miss it.

Gene Olson proposed a tour to the newly restored Griffith Park Observatory. August 23 was mentioned as a good date. [Note that Gene has since moved the date to Sept 13.]

A trip up the Angeles Crest Hwy and dinner at Newcombs was also suggested as a good tour to plan.

Conclave is getting closer so make your reservations if you have not done so yet. October 3-5 in Oakhurst by Yosemite.

And we are still on schedule for the TCMG Holiday Party December 7 in Huntington Beach.

OK, enough business. The aroma of Linda's desserts and treats were calling us. So we adjourned and nourished



Steve held the attention of everyone there - even Mel.

ourselves. Thank you Linda. Steve then filled us in on the life of a cameraman which was VERY, VERY interesting. It is not just pointing and aiming but lots of logistics in getting cameras to many exceptional places.

Your humble TCMG Secretary,

David Edgar



The stories Steve told of where he has gotten to go, how they got there and the actual filming really captivated us all.

In the minutes it stated that Bob & Lynne Douglas were approaching the north slopes of Alaska. Well they did make their destination, the end of the Dalton Highway at Prudhoe Bay, 26,000 miles from their start at the southern end of South America, as far as you can go via road north and south - and

Nice turnout tonight and everyone behaved. Maybe they thought the camera was on and recording them.

**July Minutes
(continued)**



Harvey Doty made the meeting along with family member, Gail. Good to see Harvey at a meeting again.



She's BACK !!! Linda had the whole back seat of the BMW filled with goodies for us.



in a TC no less. Reports of them then quickly rolling south to get out of the cold were made.

Congratulations to them for completing such a monumental achievement. They will leave their TC in the lower 48 as they fly home and then return later to drive around other parts of the USA.

TCMG Annual Meeting / Holiday Party

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



Annual Meeting / Holiday Party
plus
Auction and Toy Drive

Hotel Huntington Beach
7667 Center Ave
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Special rate at the hotel
of \$85 a night if reserved
before Nov. 23
Group name: TCMG



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"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)

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

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