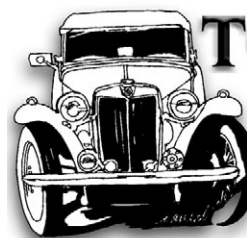




First Class Mail

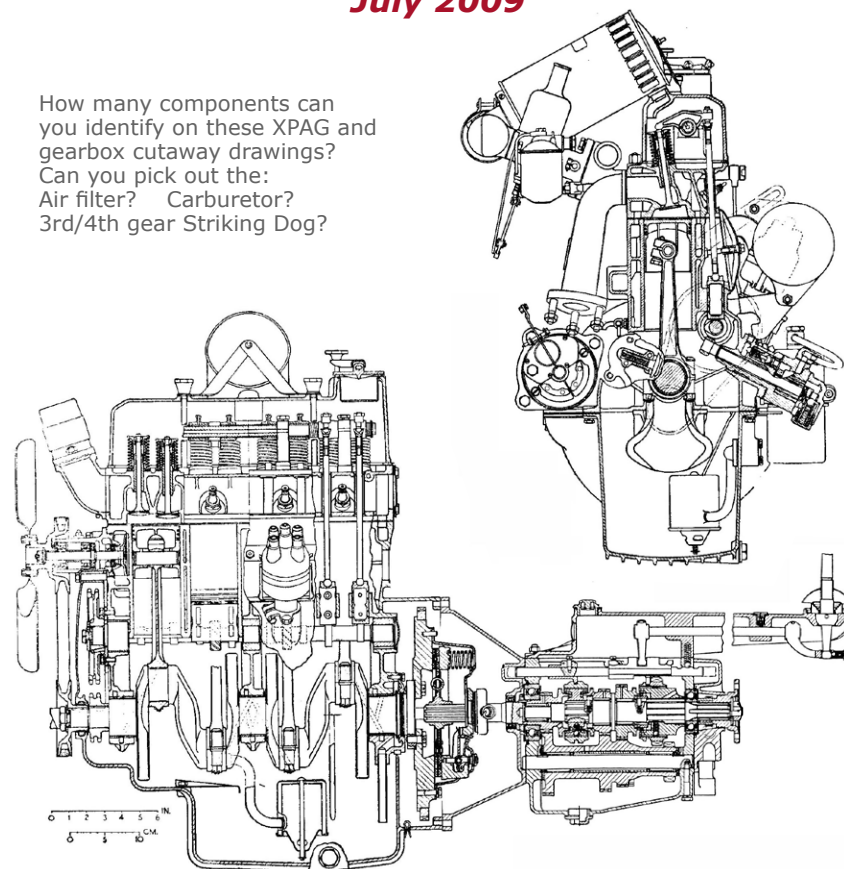


TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

July 2009

How many components can you identify on these XPAG and gearbox cutaway drawings?
Can you pick out the:
Air filter? Carburetor?
3rd/4th gear Striking Dog?



What's Inside

McLish's Garage TC Motorhouse Ramblings	3
June General Meeting	5
TC Brake Lines	7
TC Service Parts List by Doug Pelton	8 & 9
May Meeting Report	12 & 13

C&S Classic Battery Co

Batteries, Chargers, Electrical & Parts

OPTIMA
BATTERIES



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

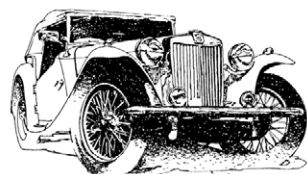
818-788-3375 • 818-788-3377 • 323-872-1122
FAX 818-788-0516 E-MAIL jkavan1497@aol.com
WEBSITE: www.kavanaghmotors.com

D. Kavanagh Motors, Inc.

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

DECLAN KAVANAGH

SINCE 1958



The MIDGET CHASSIS July 2009

Published in
Southern California by the
TC Motoring Guild
PO Box Number 3452
Van Nuys, CA 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



**LUCAS CLASSIC
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**

TCMG Executive Council 2009

President	Don McLish	818-352-3741	dmclish1@hotmail.com
Vice President	Ron Simon	818-708-2033	simon90248@yahoo.com
Sec/Ex Officio	Dave Coleman . .	714-898-2008	davidmcoleman@yahoo.com
Treasurer/Mbrs	Joyce Edgar	619-593-8255	djedgar@pacbell.net
Events	Steve Simmons . .	(see Directory)	websim@pacbell.net
Programs	Gene Olson	805-522-8052	olson_g@msn.com
Director	Gordon Glass . . .	949-644-1954	ghgmlg@yahoo.com
Classic Chassis	David 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
Sunshine Chair	Bobbie Simon . . .	818-708-2033	simonbobbie@yahoo.com
Regalia Chair	Bob Wilmer	310-394-5232	(none)



Last time—careful, toy metal TC at age 7 impacts one for life; and, a tight budget way to haul your MG from Duluth to California. My friend's dad had gone through a \$25 car at his auto electric place assuring me it was not fancy, a little rusty, but it would get me there.

Lets take just a moment to delineate what a 'little rusty' means on a \$25 Minnesota car. It was well beyond the usual rocker panel and fender rust. The main door girders had rusted through to the point that the dashboard flopped, the doors were rickety, and you could sweep the car out without opening the door. How convenient, does any new car have that fine feature, even a Rolls? I think not. For that special flavor, a previous owner had painted "Mama Burp" on the side. If ever there was a Grapes of Wrath car, this was it. On the plus side, Mama had a powerful 392 Hemi Engine, Mallory dual point high performance ignition, heavy duty automatic transmission, all perfect for hauling enclosed U-Haul trailers with MGs inside over the mountains and hardly notice. Only thing, they should never have made any massive Hemi like this with a 6 volt system but that is how it was. So my friend's dad fully understanding the downside of this configuration solved it by bashing in the fender well which was mostly rusted out anyway, and setting in a huge diesel 24 inch long massive eight inch thick six volt battery because starting on those took much cranking, then they would just start right up. It just seemed that each time, you got closer and closer to the end of an exponential curve. The humongous battery covered this acceptably.

We didn't even make it 100 miles towing the MG in the enclosed U-haul trailer before we had to stop at a junk yard to get a new gas tank. The one on the car had rusted through at the half way point, so there was massive leakage. We told the man we want a gas tank. "What kind?", he asked. "Any kind, it does not matter, something cheap that doesn't leak." He did a double take like what kind of idiot is this? "Sir, we don't care. We are going to put it IN the trunk, and hook up the rubber fuel line to it." "Where you kids headed?" he asked. "California," we said. He looked at the car, looked at us, looked at the car, slowly shook his head, threw up his hands and just pointed us to the gas tank pile. We just left the original in place—unexpected \$5.00 expense. Oh well...We will make it up with gas savings. Press on.

(continued page 10)

moSS

Moss Motors
COOL STUFF FOR COOL CLASSICS



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: 805-881-3400

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



TCMG April Meeting



*Note time and location
changes from our
regular meetings*

*Bring your own picnic supper
Dessert and coffee will be provided by
the Henkels. Thank you in advance
Cindy for doing those desserts.*

RSVP only if you are coming

Cindy at 626-793-2813 or chkitty@sbcglobal.net

**Tuesday,
June 16th**
*Note date
& time
change*
7:00 PM
**Annual
Picnic**

*The ever popular annual TCMG Picnic
at the lovely Henkels' home. Event was
moved to June this year, but it will be the
same fun we always have. We usually
get a nice showing of TC's too. Make it
a point to be there.*

**Held at the home of Tony & Cindy Henkels
726 N. Pasadena Ave, Pasadena**

From the South

Take I-5 towards Los Angeles
North onto 110 (Pasadena Fwy)
Exit at Orange Grove
Left (North) on Orange Grove for 2.5 miles
Left onto N. Pasadena Ave.

From the East

Take I-210 West to the 134 and take
first exit which is Orange Grove.
Turn right on Orange Grove for about
half mile.
Left onto N. Pasadena Ave.

From the West

Hwy 134 East to Orange Grove Blvd exit.
Take W Colorado Blvd and turn left onto
Orange Grove Blvd.
Drive .6 mile then left on N. Pasadena



Future Programs

July 28 - Ron Simon - Racing TCs

Aug 25 - Movie Night at Simon Museum

Sept 22 - Mel Appell - Ocean Cruising

Oct 27 - Halloween Pot Luck Dinner
and Costumes

Nov 24 - Ron Wong - TC in Japan

Welcome to Our Newest TCMG Member

Howard & Carolyn Shempp

2110 St. Elias Place

Davis, CA 95616-6627

phone: 530-758-9713

email: hshempp@gmail.com

1948 TC 6424 XPAG 7090 Regency Red / Biscuit

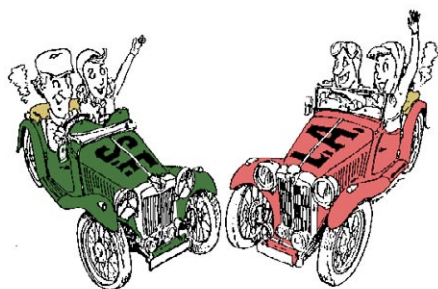
Howard wrote:

My father bought the TC in 1960 as a second car. He paid \$1495 for it with a \$50 down payment. We have had it ever since. I took my driving test in the car in 1966. Only passed when I demonstrated with lack of synchromesh in first gear, I could not have rolled that stop sign. I am keeping the TC original other than the electronic ignition. Got tired of condensers failing.

Roster Correction

And speaking of members, please fix the phone number for Gene Wescott in your roster. New cell phone is 310-913-9819 (eliminate previous number).

TCMG/ARR Conclave



Save the Date

Dinner reservation and other details to come later

October 2-4 Cambria Pines Lodge

2905 Burton Drive
Cambria, CA 93428

Room rates start at \$127
Specify TC Club

Toll Free (800) 445-6868
Tel (805) 927-4200
Fax (805) 927-4016

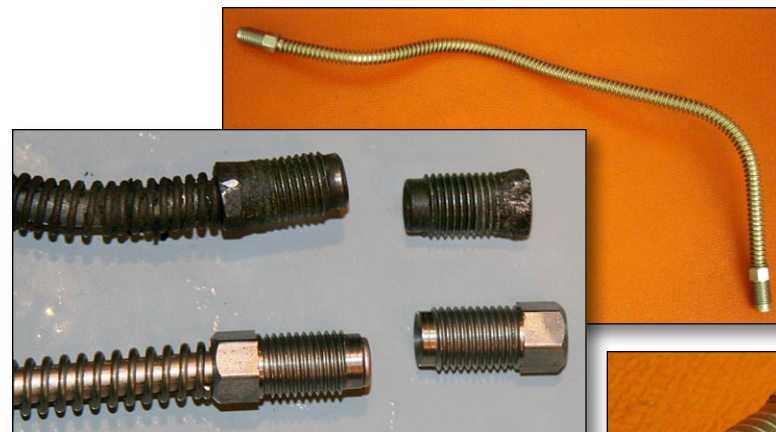
E-mail Info@CambriaPinesLodge.com

www.cambriapineslodge.com



TC Brake Lines

Steve Simmons is redoing his brakes and decided to make his own as he did not like the quality of available sets. He bought the components: Cunifer tubing (a seamless, copper nickel alloy DOT approved brake line), stainless steel protective coil, and then had special stainless steel fittings made to order. Final result is a superior product at less than half the cost of a supplied set of TC lines. Cunifer is a product the same coloring as copper but much stronger and does not work harden as fast. It is easy to bend and work with. Steve did double flare the ends as required.



Above we see the old and the new. And above that shows the short tube that Steve brought for Show-and-Tell at the last meeting. Note the larger flats to help prevent rounding off when wrenching. Good work, Steve.



Cherry Pickin' Tour



Tour was on Saturday, June 6 so missed deadline to get photos in this Midget Chassis. So look for them next issue. But to get your mouth watering, here is a photo from a previous tour.



TC Service Parts List

The Evolution and Loss of TC Part Numbers

When you buy an automotive part today you simply use the original equipment manufacturer's (OEM) part number or cross reference that number to a supplier to find your part. So what happened to the MG OEM part numbers? Where can you find them and are they used today? To answer these basic questions let's start with a review of the different printings of the TC service Parts List. There were four printings in all.

First Printing: The first printing was fielded as "The Service Parts List" in June 1946. The parts that were the same on the TC as on the TA or TB were just carried forward with no changes. Items new to the TC obviously had a new part number. The coding is interesting on these part numbers in that they had a prefix which seems to be associated with different groupings. Example prefixes: MG, P, S, X, and A. The "S" prefix numbers were hardware items, tools and sheet metal. "MG" appears to be MG produced components. The body parts had a prefix of B280 which is the type body on the TC. However, an example of pre-war hold over was the door sills for a TC are part number B269/120 which implies that it was a common part for the TA, TB and TC. (B269 was the body type of the TA.) However that part number was changed to B280/134 at TC4837. The main point for discussing this first publishing is that you should be able to research all of the common parts between the series T-series cars by seeing which part numbers were the same.



Second Printing: The name changed to "MIDGET (series TC) Illustrated List of Service Parts, Issue 2, 1948". This title remained the same for all follow-on printings. The part numbers also remained the same with this publication. The major point of interest however is that there were many changes to the TC during the 1st half of the production run. One example is that the headlamps were changed from part number A1246 to A1291. This change is documented clearly as being done at TC1850 in this second printing. So if you are interested in if your car should or should not have an item different than your buddy's car, this may be another source of information.



Third Printing: There is good news in "Issue 3, 1952". The part numbers are still the same and because it was published after the production run, all of the production changes are chronicled in this document. Well, not quite. In my opinion, MG was in a hurry to get on with the TD production and wrapping up the details of a final parts list for the TC was not a priority. Example: there are no references to the many additionally required items for those TC's that were designated as EXU (exports). However, all in all, if you have a late TC then this would still be a good source for proper parts identification and would also give you good OEM part numbers.

Fourth (and final) Printing: "Fourth Issue" (no date). The parts book still has the same title but now has its own parts number: "AKD 856". With a quick check inside this document it can be found that all the TC parts numbers have changed. The headlamp part number has now changed to 27H 5162. And also the headlamp changes mentioned in "Issue 2" at TC1850 is no longer even referenced.

Footnote: From the Frame Up has also established its own set of part numbers. This was not done without consternation. A review of the original part numbers was done early on for feasibility. However, it was abandoned due to the complexity and confusion of these number and lack of logic. In a small attempt to preserve some heritage, the concept of category prefix was resurrected. So if you need a chassis item such as the exhaust system it would be part CH023 or an electrical item such as a voltage regulator it would be EL039. As always comments are welcome to Doug@FromTheFrameUp.com

Doug Pelton

©May 2009, Doug Pelton,
602-690-4927

Ed Note:
Do check out Doug's web site as you can find quality parts for your TC, some of which are not available anywhere else.

From The Frame Up, LLC

"Specializing in MG hard to find parts"



Doug Pelton 602-690-4927
3754 E. Nance Circle, Mesa, AZ 85215
www.FromTheFrameUp.com Doug@FromTheFrameUp.com

You can not be wasting up money for frills on a car that costs \$25, so rather than buy an exhaust system, old pieces were taken out of the metal dumpster and the University Auto Shop, and welded together every few inches to make an exhaust pipe. My friend's dad, where the car came from, was correct however, the car indeed pulled the trailer with the MG inside and everything else over the mountains and hardly noticed, that is until we got to the desert. The car smoked quite a lot, but never mind, you can always put in oil and transmission fluid, just not engines.

So my buddies, in another car following me, had to keep well back, and you would watch the smoke in the rearview mirror for um you know, constancy of equilibrium—uniformity (cough). Smoke stops means oil is low or gone.

In the desert, however, there was so much smoke, you could not even see out the rearview mirror past the back seat. Hmmm, better stop and check it out. The Rube Goldberg exhaust system made from rusty old scraps was yellow hot and had buckled at one of the countless weld joints, kinking up against the floor of the back seat starting the carpet heavily smoldering, and that was what all the extra smoke was. Uh oh, no water. Hey, wait, desert, plenty of sand. No problem, sand blocks oxygen. Fires can't burn without oxygen. We simply poured a layer of sand over the back seat carpet putting out all smoldering or possible back seat carpet fire. No problem. Press on. We just tied

10 the exhaust back up with

coat hangers. There were other similar repairs, but in good taste, that one will suffice as an example. We won't even mention the milk carton ram scoops that had to be placed in the wing vent windows to sort of pressurize the cabin keeping the heavy exhaust fumes out of the car. With no air conditioning, you don't want windows down to cause a slight vacuum in the car and have the heavy exhaust fumes, smoke and carbon



monoxide suck in. See Don, Physics IS fun, practical too! Bernoulli's principal works, just like it was in the text, just like they taught you. We was lernt good.

California as the destination when you are young and adamant, there could be



Original cap obtained years later from Guild member Roy Butterfield

Temporary cap turned by Don

no obstacle too big to overcome, certainly not lack of money or a \$25 car's reliability. After ten days of driving and a few other similar on road fixes, such as disabling one set of points in the Mallory dual point ignition that fried, we arrived in

California in late August of 1968. We then unpacked, returned the U-HAUL, put the MG's top down, and, well for the most part, it has not been put back up yet.

You teach electronics at Dorsey High School, join the Long Beach MG Club, and other clubs, meet folks, and well, the car hobby got what my old boss would call 'Out of Control' because it was all about going around corners fun time. My generation was lost

remember? Our only reason for having a job was to buy more gas to go around more corners in the MG. You buy more cars, now owning the TF, a TC, and a TF1500. Then later a disassembled 54 Bentley R Bentley was purchased from Guild member Bob Scott and with it a spare XPAG TC engine which originally came from Mike Goodman's green TC. Roy Butterfield from the guild sold me a coffin shaped aluminum valve cover which was the first and most important fashion accessory you must have. He would give me the cap if he ever found it. In the mean time, all the electric shops in the schools had lathes in those days for winding coils so no problem;

you could just machine one up. There were only crude cutting tools you ground yourself, till it fit the cover threads perfectly. No way to tell about the threads exactly, so you do experiments on wood dowel and use your best educated guess. These caps were rare, so never having seen an original cap, you just do the best you can. The cap I turned fit in perfectly, and I have it till this day. Several years later, Roy found the original cap and gave it to me. So with techniques such as these, you learn and gradually make the car your own becoming one with it. More next time...

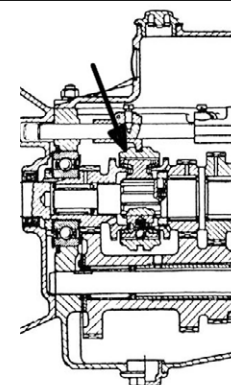
Don McLish

GoF West '09

June 22-26, 2009
Squaw Valley
gofwest.com

To all those heading up to the GoF, please have a safe and fun journey. We expect reports back on the trip and activities. Steve & Linda, please leave extra room in your TC on the way up there to give you room for all those trophies coming back (smile).

Held at:
The Village at Squaw Valley
1750 Village East Road
Olympic Valley, CA 96146
530-584-6229



We assume you could identify the air filter and carburetor on the front cover. For those who do not know what a striking dog is, it is the collar in the transmission that locks the selected gears together (3rd or 4th) when you shift.

April 26th Meeting

Minutes of the meeting will be read at the next meeting but here are a few photos. The program for the evening was Gene Wescott talking on Alaska.



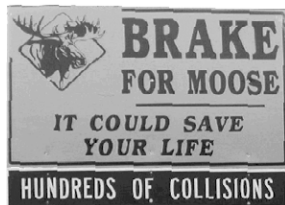
George Kershaw, Lloyd Hendrickson and guest, Earl Moore. Earl bought a TC from Bob Moore (no relation) from the ARR group.



Gene in his blue TC at a parade in Alaska



Gene explains how the moose is the most dangerous animal in Alaska. Not because they are ferocious, but because they lurk on the road. Photo shows result of a collision where moose went through the car and out the back window.



Brian & Gene Wescott with former Guild members Dick & Joan Apel (who owned the yellow TC Gene has now)



Good to see Mel & Toni Appell out as they chat with Cindy & Linda



Gene showed many slides of Alaska. This one is of the beautiful Aurora Borealis.



Another Northern Lights slide but note the star formation of the Big Dipper constellation.



Brian & Gene with their 1937 MGVA Tickford at the prestigious Meadow Brook Concours d'Elegance. Note the rented tuxs so they could fit into the crowd.



Gathering of antique automobiles in Alaska. Some pretty impressive machines there.



A fine assortment of very tasty confections provided by both McLish and Simmons.

For Sale



1949 MG-TC
Chassis: TC 6811
Motor: XPAG 7624
Trim: Red/Tan

This TC was lovingly restored by the late Doug Wimer and professionally maintained by Mike Bailey of Salt Lake City who has suggested \$25K as a fair price for this car.

For more information please contact Ilene Wimer at 435-867-8558

Original TC Air Filter and Air Manifold Also thrown in are the pair of carbs but they are worn and missing pieces. \$900 for the set.

I also have two bare heads (no valves). One is milled and the other stock. \$200 will get you both of them.

Philip Ellman phone: 805-496-6550
 email: phile4@yahoo.com



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