



TC Motoring Guild MIDGET CHASSIS

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Photo by Ron Simon

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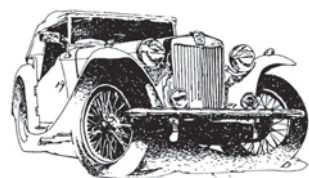
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All contributions: articles, letters, advertisements, and captioned photos for the next issue should be sent to:

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From the Guest Editor aka Jim Crandall

If there was ever a reason to dust off your TC and go for a drive, it was last month's run to the historic, Paramount Ranch near Malibu. (See photos on P. 8-9) Nowadays, the big draw to this National Park is its tourist area which features the abandoned movie set of an old western town. But for car enthusiasts, the 1850s cow town was only a bonus attraction to the long-forgotten, and somewhat infamous, road course know as the Paramount Ranch Raceway. The circuit was only used from 1956 to 1957 and closed after several fatalities, but in that short time many of the legendary sports car drivers of the era including Ken Miles - the designer of the track - Jack McAfee, Jack Nethercutt, and Richie Ginther made appearances there.

The event was impeccably organized by Steve Simmons, who arranged for a TC line up on the track's still-visible straightaway, a special orientation talk by an extremely knowledgeable Park ranger who actually came in on his day off to greet us, a tour of the western town set, followed by a BBQ lunch at *World Class Motoring*, an upscale showroom of gadgets and gizmos for car enthusiasts in Agoura Hills.

All that being said, there were, IMHO, two principal factors that insured the success of this, and could guarantee the success of future TCMG events: (1) something new, and (2) plenty to eat.

On the culinary side, Linda Simmons' kickoff brunch could not be equaled. Well, maybe Wolfgang Puck's would be comparable. I won't detail the dishes but take my word, there was plenty of everything and everything was delicious!

RE: the drive and the destinations. Mullholland Hwy. isn't new to TCMGers, as it is one of the classic TC roads in Southern California. What was novel was the discovery of places along this route never visited by our group, and for a club more that a half century old, that's saying something. ●

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(Continued from last month)

Last time just fixing the car with simple things that worked was discussed. Mostly these efforts were successful. We had learned in auto shop how to 'dynamically' adjust tappets because mine were always quite noisy. It was summer, so you could work on the engine a little now without freezing your hands off. Remember, we had no shop manuals or people who knew things. It was time to remove the valve cover, take out the feeler gauges and proceed to make the adjustments with the engine running no less. When you do that on an XPAG engine, oil shoots all over the place. No problem, just stuff a rag into the oil return hole in the head, and proceed with caution.

Everything was adjusted, but forgot to take the rag out when the valve cover was put back on. The engine did not like this, and dropped a valve which went into the top of one of the pistons- minimal damage compared to what could have been. So now the engine was taken apart, bored out 20, new pistons, rings, oil pump gears, etc. CHICK CHING! This wound up taking most of the winter of my senior year because of funds, and also the garage was not available. The family car needed that. Eventually, the engine came back together, and none too soon, just in time for graduation, and for a little top down driving which did not happen much in Duluth because even the summers did not have many days that would be considered to be convertible weather with lots of rain, cool, fog, and dreariness.

So after graduating with a BS in Physics, and a second major in Industrial Education there was a short gig with NASA, atmospheric electricity research on the cape. At that time there was a shortage of teachers, and you could pick where you wanted to teach. Well you choose Los Angeles of course, Moss Motors remember? (Mike Goodman's on Venice back then, Moss up in Goleta) Yep, and the weather would be like being on summer vacation all the time. Put the top down, and forget it, be happy. You could get parts easy,. Take the MG down to Santa Monica, try surfing... I dreamed of doing that. You would see all the California fun, watch the movie The Graduate, and the little red car on the Golden Gate Bridge, oh yea, that was living, can't wait to try that one for sure.

Getting to California with a classic MG roadster is a challenge when you are on a tight budget. What was the entire budget in those days Don? Try \$300. Well

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sell the car then. Don't be absurd. That is not even thinkable. So let's think carefully about the options. You're not going to drive the MG from

Duluth to Los Angeles. The problem was the books, stereo, clothes, etc. would not all fit in. The options left were get a \$300 truck, or a \$25 old rusted heavy Detroit-Iron car, and rent an enclosed U-Haul trailer, with your MG and all your stuff in it, and haul it out to California in the sun.

If the fenders came off the MG, it would barely fit with one inch in width to spare. Then put all your stuff in, pad with clothes and blankets, put the fenders on top of all that, close the U Haul door- problem solved. The extra fringe- you would not have to worry about the car pulling the U-haul trailer, think of it as a \$25 disposable car. What could happen?



How my parents even allowed me to attempt this insane feat is beyond amazing. Years later thinking back on it and how crazy this idea was, I asked them. They said, "You were resourceful, and the friends going with you (other physics grads) were resourceful. We were confident in you and your 'crew' who incidentally were

going with on this trip in a good new car. Remember when you were 7, we took you to California for vacation in the winter. It climbed inside you, and we knew this was not a passing fad but a life long passion you had. You loved it, and never forgot. You loved running as fast as you could on the sand in Long Beach, just feeling free, nothing in the way... You had gotten a metal toy classic MG roadster there which you played with and was your favorite toy. We knew if something broke on your trip, you could/would fix it as you were totally animate to get out of Duluth and bring your classic MG roadster to California where you could get parts, drive around in the sun, teach, and be happy."



The standard for cars to get you to California as a young college grad is somewhat different from what you might require after being around the block a few times. For now, let's just say you know what kind of car you can get for \$50, try to imagine a \$25 one. It came from one of my six friends father's auto electric service place, and as an automotive expert he advised me; "Don't get a truck, one that price will be old and full of problems. Get old rusty Detroit Iron. Get this 55 Chrysler Hemi eyesore. It is bullet proof, and strong." It actually did have a couple of bullet holes in it after being shot by a very upset previous owner. "It's not fancy, a little rusty, but guaranteed it will get you there."

More next time..●



Tech Talk

What is under your MG TC gas tank filler cap?

by Doug Pelton

Each TC car owner is familiar with his gas cap and its features.....or are you? I have recently dis-

covered that there are three distinct groups of filler necks and caps throughout the TC production run. I will characterize these groups as Early-brass, Mid-brass, & Late-steel.

The first group of production tanks, Early-brass, were supplied to the factory as a complete assembly. This meant that they were complete to include the filler cap. The entire assembly was listed in the service parts list

as 1 item so there is very little detail on specific components. However, a study of the early tanks shows a number of distinct features. First, the filler neck was brass and the cap was held in place by a split-pin (cotter pin). The cap was opened by a trigger (this was a holdover from the TB) and had the word "PRESS" on it. The trigger was held in place by a brass 6BA countersunk machine screw. This screw also held the trigger spring which was a U-shaped "flat" type spring to hold the trigger in the "up" position. Most triggers were oriented at the 6 o'clock position. However, there was also a variation in the very early cars with the trigger positioned anywhere from 5 to 10 o'clock. This is an unknown phenomenon and is speculated as to being caused by lack of standards in early production and not a conscious design feature.

The second group of tanks, Mid-brass, began to appear in 1948. This timeframe coincides with many other productions changes within 1948 from TC4412 thru TC7502. Overall the gas tank remained the same with the exception of two items: the trigger and the trigger spring. The word "PRESS" was now changed to the infamous "MG" logo. The second change was the flat U-shaped trigger spring was replaced by a coiled spring. (Opposite page) It was also discovered that



these two changes did not occur on the same day. There is evidence of overlap. TC 4926 had a PRESS trigger and a coil trigger spring. Then TC 6756 had an MG trigger and a flat trigger spring. So, as discussed many times over, the existing supplies were used until depleted and then came the transition to the new item.

The final group, Late-steel, made its debut in early (Feb-Mar) 1949. This is confirmed by factory specs detailing the "Westwood filler cap" assembly. It stated that the filler neck (steel) was welded to tank. So the brass filler base was changed to steel. Another change was that the split pin to hold the cap to the neck AND the 6BA brass screw holding the trigger were replaced by two rivets. Also, there was the addition of a cork gasket to sit in the perimeter of the filler neck. Overall this seemed very similar to the TD filler neck. In fact, the TD gas tank factory specs matched the Late-steel TC "Westwood" filler cap. Both use the same part number. Therefore, the late TC change was held over and was used as the follow-on TD filler cap assembly.

So, if you are a Concours judge, take notes as there are actually three variations to the TC filler cap. It may be interesting to look under the cap of all the TCs at the next car show or outing you attend to see the differences yourself.



As always there may be exceptions or other unknown sightings. I would be particularly interested in hearing from more owners of 1948 and 1949 TCs in order to determine with more accuracy when the transitions actually occurred. I would also like to know what the Late-steel group filler caps and their rivets looked like. And, of course, general comments are always welcome to:

doug@fromtheframeup.com. What's under your filler cap? •



After a bit of tire-kicking at the start...



...the best way to begin a TCMG event is with lots of good food.....



....a chat with friends we haven't seen in awhile.....



....and going back for seconds before hitting the road.

TCMG visits the **Paramount Ranch Raceway** May 2009

Photos by Jim Crandall



On the historic racecourse's straightaway, we get a detailed history of the track by NPS Ranger Tom.



Gene Olson leads Pete Thelander through the overgrown Bridge Turn. (See P. 10 for a look at this turn circa 1957.)



Ron Simon, a veteran pit crew chief at Paramount, chats with Steve Simmons on the hairpin between turn 7 & 8.



8 After touring the track, we check out the old Paramount movie set.....



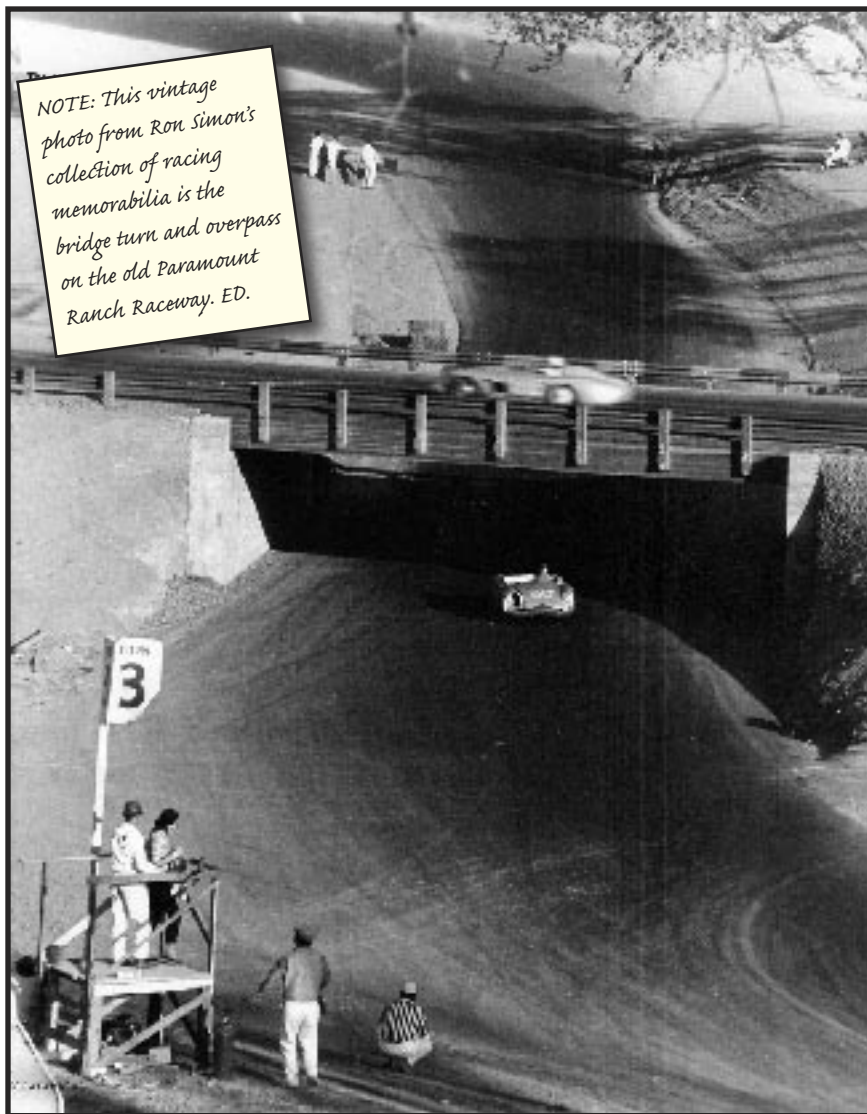
.....and pose for pictures in front of the old western "hotel".



Some consider renting a horse to ride (probably softer than a TC).....



....but we opt for a BBQ lunch at World Class Motoring instead.



NOTE: This vintage photo from Ron Simon's collection of racing memorabilia is the bridge turn and overpass on the old Paramount Ranch Raceway. ED.

Have you checked out Doug Pelton's ever-expanding business website on the internet? It's definitely worth a visit. Ed.

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April Meeting Program

Our Annual Hobby Night

Photos by David Edgar



Don wouldn't think of driving anything but a TC to the meeting.



Ron shared his large collection of old racing programs.



Left: Steve is really into sound equipment and the latest rage is to take high-end digital recordings and play them back through a vacuum tube amplifier. You have to convert the digital signal back to analog to do that. You can do it with low mp3 digital files too but you lose little bits. He received many questions. **Right:** George shared his new hobby of Bonsai. He started us out with the correct pronunciation - bone-sai (long O sound) Bonsai means "tree in pot." He is showing us the holes at the bottom of the pot. Almost more attention grabbing than the actual trees were the little tools he uses.



Linda added a batch of fresh baked cookies to Don's refreshments.



David told us all about stunt kites.



TCMG May Meeting



Tuesday May 26th at 8:00 PM
Gene Wescott's
"Lightning & Alaska"

Citibank Community Room
2350 Honolulu Avenue
Montrose

(Meeting room entrance is at the rear of the building, downstairs)

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the Annual '09
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2009 Meetings & Programs

May 26 -- Gene Wescott "Lightning & Alaska"

June 16 -- Annual Picnic at the Henkles' (Note change)

July 28 -- To be announced

August 25 -- Old Movie Night at the Simons' Auto Museum

September 22 -- Mel Appell "Ocean Cruising"

October 27 -- Halloween Party & Pot Luck Dinner

November 24th -- Ron Wong "TC in Japan"

December -- Annual Holiday Party (No meeting)

Please clip out and save!

A Jim Crandall Tearoff

Club Regalia

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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)

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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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Prices beyond our control subject to change

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Member's TC 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 you may contact Ilene Wimer at 435-867-8558.

Original TC Air Filter & Manifold

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