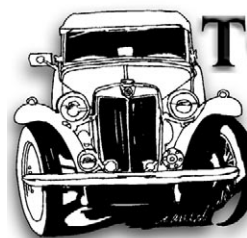




First Class Mail



TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

March 2009



TCMGers Peter & Jo Sherwood and their '46 TC in Santa Fe, NM. The "Foxy TC" participated in the 1946 Singapore Grand Prix. As part of it's racing heritage it sports some large brakes of unknown origin. Looks good on it though. Keep up the good work Peter.



Now those are some awesome brakes.



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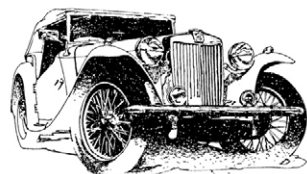


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Ron Simon

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The MIDGET CHASSIS March 2009

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issue should be sent to:

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
April Midget Chassis
March 10th!*

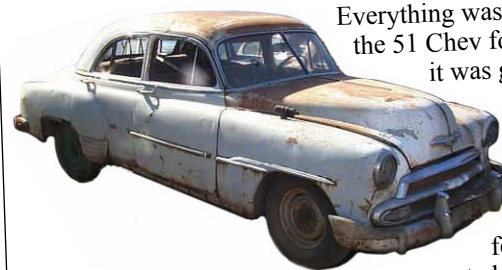
Live from **M**CLISH'S **G**ARAGE
Ramblings from the Olde TC Motorhouse



OK Don, what ever possessed a serious hi-tech physics student like yourself to even think of getting a low-tech MG? And why in this world would a single car garage not be more than sufficient for anyone? I mean you can only drive one car at a time. How did your MG

derangement, oops, I mean obsession, oops, I mean interest start? I suppose it all started for me back in the sixties. I was familiar with what I **thought** an MG was, I mean the MGA was new, sort of, and defined racy style for football players, jocks and the like. I never tuned into that because was that was not me.

This takes us to a freezing night in November 1965 in Duluth, Minnesota. I was proudly gassing up my fifty dollar car. Ah yes; a 1951 Cheverolet two door coupe, AND not to mention the chrome letters on the side said *Deluxe*. Fabulous, what could be finer! I was gassing up at the Pure Gas Station on 9th Street in Duluth near the University. Just being there with your own car meant that you had arrived. Working in atmospheric electricity research at the University of Minnesota, Duluth, as an undergraduate for \$1.33 an hour, I now had wealth (cough), well dimes actually in my pocket at all times, to afford two packs of gum at once! Then wham, when I got the \$50 car, all that was over. It was always something—money for tires, money for insurance... University student car owners would all be sucked into poverty by their cars, but I did not know that then.



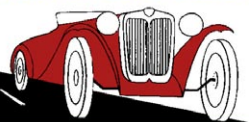
Everything was fine. I would just keep the 51 Chev forever. Never mind that it was gray primer. The rust was moderate, but not catastrophic, depending on ones viewpoint. Well OK, maybe the trunk which was rusted through to the fender wells (which were also rusted through in places) would let you collect rocks without rock collecting. So driving down dusty roads covered the back seat with heavy dust. Ahhh no problem, the previous owner had resolved this with class — replaced the cloth seats with fine leather ones out of 50's Oldsmobile. So this car was class. All you had to do was dust them off every fifty miles or so, or whenever you noticed, which ever came first.

(continued page 12)

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TCMG January Meeting



**Tuesday,
Feb 24th**

8:00 PM

Stripping & Rebuilding the XPAG Engine

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.

Our program chair, Gene,
is looking for other meeting
program ideas. If you have
(or know someone who
has) an interesting hobby,
career, event or ? to share
then please contact Gene
to schedule. Do not be shy
as what is mundane to you
might be very interesting to
others. Gene: 805-522-8052
or olson_g@msn.com

Ron Simon has an excellent video on
rebuilding the TC's XPAG engine. A
section of it will be shown for the program
this evening, and if there is sufficient
interest to view the rest we can set up
another time for that and or tell you where
to purchase the video if you wish a copy of
your own.



TCMG Executive Council 2009

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Dues Time for the TCMG

Annual dues remain at \$26 for local So. Calif members (living in Zips 90000 to 93300) and \$22 for all others (unless you want the special flyers on local meetings and events, in which case the fee is \$26.00). It is time to mail yours in. Make check out to TCMG and mail to:

Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020
Email: djedgar@pacbell.net



We receive many notes enclosed with dues checks. Here a couple of them.

Always look forward to reading the Midget Chassis! Keep on, keepin' on!

Jon & Jan Garder, FL

The Wimers have moved again - this time to Cedar City, in Southern Utah. We're trying to sell the house in Heber - we're sad about that - but we have a nice, LITTLE house here in Cedar City, with NO yard work. So what's sad about that?

Doug's Alzheimer's is getting worse, so we're to be glad to be closer to family (our daughter lives here).

So drive by when you can. We love you all.

Ilene Wimer, UT

Thanks for the kind words & thank you all for paying promptly - it helps make the bookkeeping go so much easier. D&J

Carol and I love to receive the "Midget Chassis" to see the photos and to hear all about the great activities! We sure wish we lived closer so that we could participate.

Our MGTC #6013 is safely tucked away for it's winter slumber. We can't wait for that first warm spring weekend so we can get back on the road.

All the best,
Mark & Carol Beveridge, MO

Thank you to those that have already renewed. For those that have not, please note any address, phone, email or TC info that may have changed in the last year when you mail in your check. Hope to hear from you soon. Deadline to renew is March 24 (our March meeting).

A list of names of whom we have not received dues from yet (as of Feb 15) is on page 14. If your name is there it is time to act now.

Here's for another year, so we can see how the brave TC folks are doing all over California.

Dave & Bonnie Irvine, CA

**TCMG
Dues
are Due**

TCMG 2009 Event Schedule

As the new events chair, I thought we would try something a little different this year. Each month in 2009 will consist of one official TCMG event as well as one unofficial event. Unofficial events will typically be socially oriented with no driving tours or planned structure. I hope everyone is able to attend a few of these secondary events and enjoy the company of good friends.

Steve Simmons
TCMG events chair



**Saturday,
January 52nd
(aka Feb. 21)**

9AM

Lame Duck Rally

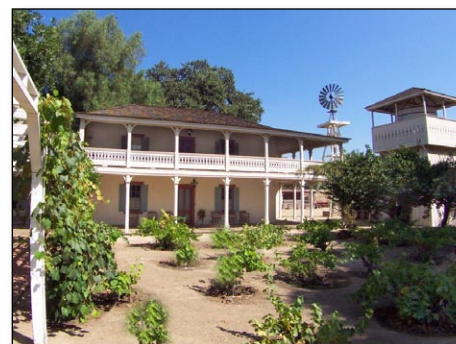


Join your fellow TCers for a rally through the Santa Monica Mountains in search of clues which will lead to the elusive Lame Duck. Impress your friends by winning a brass duck in a basket!

Meet at MorganWest 3003 Pico Blvd. Some nice new and old Morgans to view as we meet. (see their website: morganwest.net)

Saturday, March 8 (unofficial event)
Queen's English British Car Show

Held at Woodley Park in Van Nuys, this show always has a great turnout of British cars, trucks and motorcycles. There is also a swap meet area as well as refreshments. See: queens-english.org



Sunday, March 22
Leonis Adobe Tour

For our March event, we will be touring Leonis Adobe, a 165-year-old historic estate located in Calabasas. A short scenic drive will precede the tour, ending at Leonis Adobe. Lunch will follow the tour at Sagebrush Cantina right next door. See: leonisadobemuseum.org

TC Door Sill Plates . . . More Originality

I was somewhat surprised when I first bought TC7410 as there were no classic markings on the door sill plates that I was used to seeing. You know.... "The MG Car Company Ltd.". Here is what I have found out about the sill plates.

Sill plates have been a part of the MG body since early days. According to Tom Metcalf, Safety Fast Restorations, "pre-war and MMM cars definitely used sill plates." The purpose of the sill plate is to give an appealing finished look to the sill to cover the inner wrappings of the lower quarter panel transition into the tub. Secondly, MG used this plate as a public billboard for their company



Metcalf's MG PB0268 with The MG Car Company Ltd marking

name. Also, The TA and TB parts manuals confirm sill plates on these cars along with reports of same. However, did the TC continue using the traditional sill plate?

A review of the TC parts manual shows that, yes, sill plates were also used throughout the entire TC production. However, there was a change noted with the sill plates commencing with production of TC4837. The change in the plates has to do with the physical dimensions. Early plates were 25 1/2" long and later plates were 23 1/2". (Both had same width of 1 3/16")

8 Remember that the early TC tubs

had exposed wood around the door. This also changed at TC 4837 when the wood was covered with sheet metal strips around the door perimeter and then spot welded in place. So, the purpose of the early door sill was to provide a finished trim piece across the full length of the door sill to also cover the exposed wood. This surface is not flat and the ends of



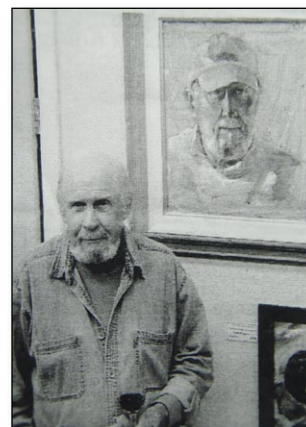
the sill had to be bent to conform to the corner radius. When the sheet metal was added to the doors at TC4387, the sill plate was shortened by 2 inches making a much easier install without having to form fit the corner radius. Original fasteners were slotted #4 x 3/4" raised (oval) head self tapping screw. Also, the screw pattern for both early and late sill plates was the same. There were 2 screws on each end about 3/4" inward and then the remaining 3 screws equally spaced in between. Finally, there was never any writing on the TC sill plates. Modern day replacement plates with "MG Car Co. Ltd" are appropriate for pre-war as stated. Although not proper for the TC, they do add a nice look for the car.

As always I would welcome comments and observations.

Doug Pelton

Doug@FromTheFrameUp.com

The Artistic Side of the TCMGers



Clarence Weiss

I would like to feature three of our TCMGers who are artists this issue. Any more of you out there?

The Belland's sent me a blurb on Clarence Weiss who won BEST OF SHOW at a gallery showing in Cambria. For those that remember Clarence, he frequently drew artwork for the Guild newsletters and flyers years ago.

Jo Sherwood is a very talented artist who does a variety of styles and topics. Do yourself a favor and visit her web site to see other works. While they look great on the computer they look even better in real life as Joyce and I had the privilege of doing recently. josherswoodfineart.com



Jo Sherwood



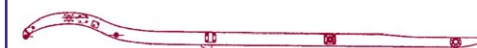
Jim Sullivan seems to have fun drawing, and his favorite subject is the TC. This is from a card he sent in with his dues and seems to depict his 2nd TC doing some laps. He had donated several batches of cards with other TC art to our Guild auction and that drawing graced the April '07 Midget Chassis cover.



TC7670 with the plain short sills.

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We are now taking orders for the TC Motoring Guild shirts that Art Ludwick had made up. Comes with the TCMG logo and a TC in color of your choice.

Please indicate for each shirt ordered:

Shirt color – Blue or Tan

Color of embroidered TC _____

Shirt size (S, M, L, XL, 2XL)
(add \$10 for 2XL)

Price was \$40 each on the last order (and should be about that again).

Note that in previous orders the tan shirts were of a heavier material than the blue. All shirts are long sleeved. Also note the hood color is silver and TC is outlined in black (so a black TC with black outline will not work well)

Make checks out to:
TC Motoring Guild

Send your orders to:

David & Joyce Edgar
1454 Chase Terrace
El Cajon, California



Order questions can be directed to David Edgar at:
(619) 593-8255 or djedgar@pacbell.net.

If you have questions on the items themselves or the embroidery, please contact Art Ludwick at: ludwicka@aol.com

Order deadline will be at our April 28th general meeting.

*Color pictures are
available on our web site:
tcmotoringguild.org*

January 24th Meeting

Due to technical difficulties we have no minutes to print so come to the February meeting to hear them read aloud. But here are a few photos from the evening.



President Don calls his first meeting to order.

Below we have the program of the Olsons building a log cabin on their honeymoon.



Here we catch Gene Olson working on the cabin marking location for a notch in the log.



Karen doing her part on the roof.



Can't have a meeting until you catch up with others first.



Gene Wescott making a rare appearance at a meeting. With him are Ron Simon and Gene's son, Brian.



Gene and Karen find out how much heavier a log can get the higher up it has to go.



Gene and Karen take pride in their hard work here. Just roofing, windows and doors to make it less drafty now. **11**

The car had a huge steering wheel, and even with that was almost impossible to steer, and got an amazing 13 miles per gallon. You mean there are cars that do better? Of course Don, Volkswagons. But those never ran in the winter at 26 below in Duluth, and even the factory claimed, "It is not a car, it is a Volkswagen!" Dr.

Sydor my main physics prof at the time would certainly agree, but he had other words which can't be used here. He wound up walking most days to the Uni, while my \$50 Chevy ran just fine no matter how cold.

Anyway I was gassing up as I said one night at that Pure Gas Station, it was near zero, and there was light snow on the ground. Out of nowhere, a man came in with this really cool ancient car. I mean it was ancient, had to be 1700s at least. I mean, what did I know back then? But obviously they had not made a car with such ancient classy lines like that for decades I thought, and yet so coolly miniaturized, so compact and tiny. He sped up the engine to a nice perfect sewing machine purr, and the inside was all warm looking and glowy. It had very peculiar gauges that definitely gave the aura **Now This is a real car!** I asked the man what kind it was and he told me it was an MG. Hmmm I sure would like one of those. Now that is pure elegance, sophistication and style.

I had no idea if it would be hard to find one of those or not. I never saw anything like it at Teds, the local MG dealer in Duluth. Besides the Renaults

even old and not running junkers, were let's just say not in the \$50 range, so a bit out of my budget. After all, my 51 Chevy was sufficient? Still, I had been bitten and the MG bug which would not leave me.

I began watching the paper for MG's, and dropping suggestions to my parents to get their reaction and warm them up to the idea. How good it would be to

get a more economical car, like say a, well, you know, a VW, a more economical four cylinder. I did not dare mention the M word because MG meant sports car, and "sports car" was simply out of the question for serious physics students at that time. But my hearts nagging for the MG would not go away.

Christmas passed, and it came around to February. It was now 26 below

zero, and there it was, an ad for the MG of my dreams: Sports Car, Classic Black with White Top. It was all comfy inside the heated showroom of Duluth Motors, the local Cadillac dealer where it was lined up with all the used Caddys. The price... only \$595. It had been more expensive, but let's just say that the demand for classic MG roadsters in Duluth, Minnesota in February, being 26 below zero, was not exactly in your hot demand of wild succulent anticipation.

I went down to see it and there was my car. I had to have it. I had no idea where I would get the money, or how I could break it to my parents. The dealer said, "Don, no problem, college physics student, University of Minnesota." A small deposit and the numbers came out to be \$11.47 per month. I was living at home with my parents. I had no idea if I could get \$11.47 in a whole month

or not, but there may never be a chance ever never in my life like this. I mean this was **THE CAR**. I was making \$1.33 an hour, those payments seemed scary. However, I knew then that this was not just a passing fad. I saw the future about my feelings correctly, my love for the car has never changed in all these years.

Anyway, getting back to the story, to be sure I was not doing something stupid, you understand, I invited my three best friends to go down with me and see it. They were all sophomore physics students, with all the unlimited worldly knowledge such status attains. I did not want to waste any time at all because this was the one, the only, **THE CAR**. The dealer opened at 8am. Our physics lecture was at 8am also. I had never cut a physics lecture in my life. A serious physics student simply does not cut physics lecture, **EVER**, for any reason, period! It is simply not done. What's worse, I would now be corrupting my three best friends who would also be cutting the same lecture. When we got there, it was unanimous by these three, time-wisened, sophomore physics students, "Yep Don. That's a good one. Get it!"

Well someone came in and now was sitting in my car. I went crazy. I absolutely panicked. I found the salesman and said, "Don't let people sit in there! I am buying it." He asked, "Don't you want a test drive?" "No, I don't care. I am buying it." "Don't you want to hear it run?" he queried. "No

I don't care, I am buying it. Get that guy out of my car." The financials were signed. The car needed a new battery, but he started it with the huge heavy duty shop battery charger they had back then and like they no longer make.

I left the dealer with my friends in their car, went back up the hill to the

rest of our classes, which for me was no point, since I could hardly concentrate. The dealer would install a new battery before I could get the car. All I could think about was getting my car. How would I ever break this to my parents. Actually I could not think of a way, so I just kept quiet.

(To be continued next month.)

Don McLish

***"Yep Don.
That's a
good one.
Get it!"***

GoF West '09

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



Those whom we have not received 2009 dues from yet. See page 6 for directions on how to renew.

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Loe	Wright
Long	Yett
Lucas	Young
Lutz	

TCMG members Bob and Laura Hawkins take 1st place in British Car category at a recent show in Tubac, Arizona. Thank you, Jim Sullivan for the photo and reporting this. Jim sent more info and photos of the show just as I was finishing up this issue so was going to save it for next month. But I then thought this would be a good teaser so squeezed this in.

By the way, Bob & Laura recently moved to warm Arizona from cold Washington and Jim & Jan are snow birds and spend the winter in Arizona and summer in Washington (where he keeps his two TCs).

Anyway, tune in next month for the full story.



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)

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"MGTC Specifications"

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