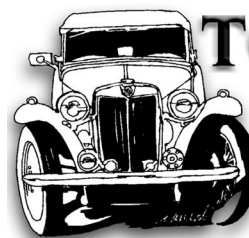




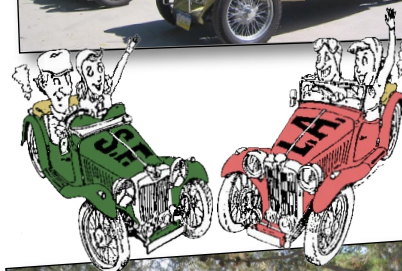
First Class Mail



TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

November 2009



Another successful Conclave between the TC Motoring Guild and Abingdon Rough Riders. A drive along the coast, a visit to wineries on the rallye, and of course the line-up at the end. Seventeen TC's, two TAs and a whole lot of friends made for a WONDERFUL WEEKEND.

What's Inside

McLish's Garage -TC Motorhouse Ramblings	3
October General Meeting	5
TCMG Holiday Party	6
Conclave Photos	8, 9, 11, 12
Shedding Some Light on the TC Map & 30 Lights	10 & 11
September Meeting Photos	13

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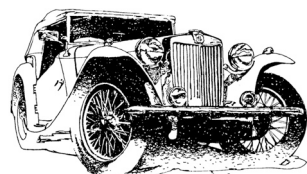
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It is coming up on a year, yet we have hardly gotten started with this series. We have only gotten up to buying, hauling a car out here, and preparations for starting the restoration on the TC and frame. er... see... when you are dealing with the TC, a reappearing quote seems to be, "Actually it's not that simple Don." The simplest things are not simple. Stuff happens. I have simply been sharing about the stuff part. Um Don, at this pace telling the story will take as long as the restoration. Welp, in response I can only say as all TC owners know rigorously, you must be patient with TC matters, especially TC ramblings. Rome wasn't built in a day! WHAT? Oh sorry, never mind, time for a pill.

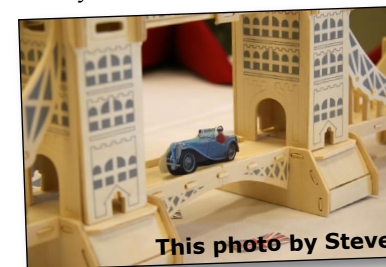
To continue, for now, I will only say- the main and only really useful purpose of any apartment building swimming pool before acid washing is for soaking TC frames back from the dipping place before priming and paint. Don!!! You didn't!! Of course not. Not during the day anyway. Actually, as Ollie North once said while his legal team researched things, "I do not recall." Certain legal precautions must be taken, and our legal team of Belland et al is researching to be sure the statute of limitations for certain,

late night TC pool related possible federal and state violations, events, activities and gray area dipping scenarios have fully expired, and will not result in prison time.

Besides with only so much space it is essential to do something on the wonderful 2009 Cambria Pines Conclave we just had, and give you some pictures. It was an A+++++



event all the way. Steve and Linda Simmons have outdone themselves yet again putting on a fabulous, meticulously prepared event even down to the unbelievable table decorations. They had small British style bridges with tiny folded TC photo cars driving across those bridges, one on each table. But wait, when you look closely, the tiny TC cars were not just any



(continued page 7)

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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:
Linda Simmons
linda@mgnuts.com

Tuesday, Oct 27th

7:00 PM

OCTOBER HALLOWEEN POTLUCK DINNER & MEETING

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?

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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.

New TCMG Member



Bob Stein

7500 Pennington Road

Norfolk, VA 23505

phone: 757-588-6200 (h)

posti@aol.com

1948 TC 5308 XPAG 5993 Sequoia Cream/Red



Be sure to visit Bob's web
page. You will see some of his
other cars and lots of photos
and a history of his TC.

caroholic.com

Bob,
Welcome to the TC
Motoring Guild

TCMG Annual Meeting / Holiday Party

Saturday, Dec. 12

Make Your Room Reservations

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For Sale

TC 1948 MG TC.



TC 5135 XPAG 5712
Regency Red / Tan

Total frame off original restoration completed end of 2006, 2k miles since. Regency red lacquer with tan hood, & interior. Winner of numerous concours (3 firsts and one 2nd at Hillsborough, Palo Alto, and MGs by the Bay, 2nd place at the prestigious Palo Alto Concours on 28 June). Installed Shorrock late 1940s supercharger last year. Stainless steel exhaust, 4 new Dunlop tires and tubes. Car is perfect in every way. Asking \$39K and located at Woodside, CA. Contact Dick Gronet at (650) 529-1716 or dgronet@netzero.com

Other color photos of these cars available on-line at:
tcmotoringguild.org/ForSale/tempfile.html

McLish Garage Ramblings continued

tiny TC cars, they were our cars with us driving them. Everybody's tail got pretty waggy over that one as you can see.



The Simmons put on a function in their suite, and made everyone feel so welcome and at home. Steve and Linda also put on a rally type event which we were not there for, but all said they had a great time finding TC clues. The dinner Saturday night was so nice, a desert to die for, good company, and did I mention various beverages? After the dinner, Steve made event presentations, and then your president gave a slide show of ARR and TCMG cars, from way back, fun, and conclaves of the past. ARR suggested Murphy's as a location for next year, over

the three day Columbus Day weekend. There were no objections. All had a wonderful time. After that, many hung in the lounge where they had live music until... no one seems to remember.

Various folks took various caravans home. Linda had a pan of her delicious fudge for folks as they left. We went north and bumbled through Monterey and Canary Row, and came home Tuesday after an awesome and relaxing trip with old TC friends. And oh yes, you must stop of course at Solvang, and Los Alamos antique shops which are back on a roll again after years of being closed up. The garage in Los Alamos had the first car ever to appear in that area, and it was a single cylinder engine, chain



driven (see photo) with open seating for two. Of course you have to stop in at the candy store, just to be polite, and pick up more fudge and a few tasteys for later-evenings at home by the fire. Enjoy the photos... till next time... your President and First Lady Don and Jan McLish

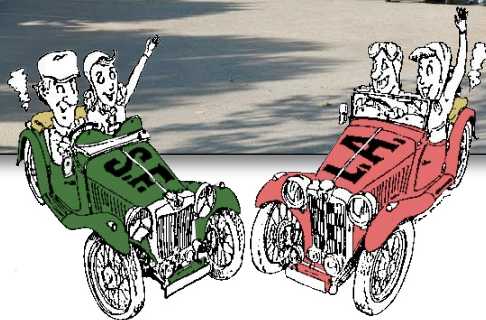
Don McLish

Conclave photos by Don



TCMG/ARR Conclave

2009 - Cambria Pines Lodge



17 TCs & 2 TAs
having fun



Steve gives the rallye
instructions and people
actually listened (mostly)



Leo &
Gorden
Ponder
the TA



Steve doing camera work



Terry & Cindy



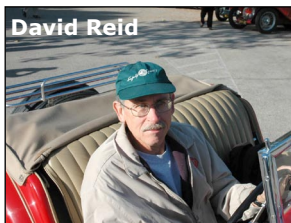
Bill Train



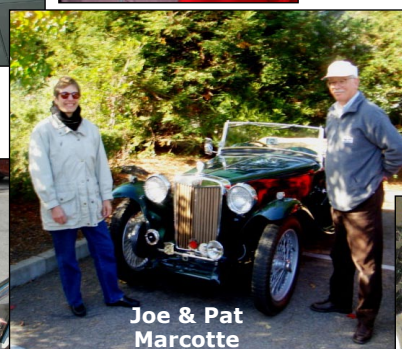
Stan Ron



Ed Pohle



David Reid



Joe & Pat
Marcotte

Conclave photos by
Don McIsh,
Jim Crandall,
Larry Einhorn,
Allan Chalmers,
Rick & Judy Storms &
Steve & Linda Simmons

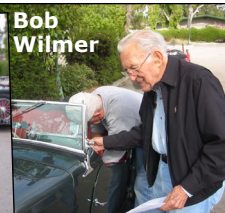


Clarence Bob

Two Lindas



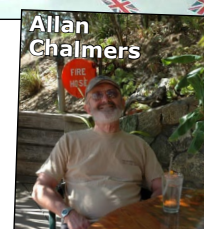
Karen Pohle
stands by with
extinguisher
while Ed
works



Bob
Wilmer



Clever table decorations by the Simmons



Allan
Chalmers



Larry, Kay & Norma

Many thanks to Steve & Linda Simmons who executed a FABULOUS weekend. Their efforts were appreciated by everyone at the Conclave HIP, HIP, HOORAY

More photos on pgs 7, 11 & 12

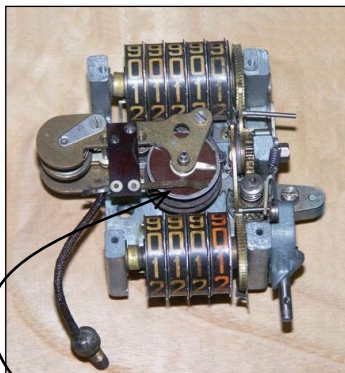
Shedding Some Light on the MG TC Map & 30 Lights

In 1935, Howard Hughes set the world speed record of 352 mph in his Hughes H-1 Racer. That same year England passed legislation for the first time to limit the speed to 30 mph in all towns and villages. This very act set the stage for the infamous 30 light in our cars today. But not all TC's had one. Only the Home Models had the 30 Light on the dash and the particular components associated with 30 light in the speedo. Or is this correct? Well, no, not completely. Let me explain.

The TC has 2 panel lights, one on each side of the center control panel. On an Export Model these are both maps lights. However, on the Home Model, the right hand map light was originally a 30 light. Its function was simple, come on and alert the driver if the speed reached 30 mph. Both the map light and the 30 light use the same base. So this is a common item and interchangeable between the 2 lights. The difference however, is in the trim caps. The map light has a window to shine the light out of and "onto the map". The 30 light is totally enclosed except it has a beveled edge green lens in the end of the cap. But how does the 30 light work?



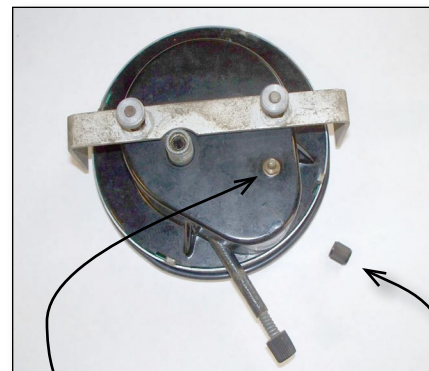
Inside the TC speedo there is a mechanism that simply acts as an on/off switch. At 30 mph a contact is closed and grounds the circuit. Here is the interesting part. All TCs came with this switching mechanism inside



30 light grounding switch

their speedo. It is integral to the speedo itself and there was no such thing as a Home or Export Model speedo. If you look at the back of an original speedo you will see the small finger screw cap that is used for wiring the 30 light circuit to. That's it. Just connect the wire to this terminal. The instrument is grounded by the speedo cable going to the gearbox which is grounded to the chassis to complete the circuit. If you look at the photo of the inner workings of the speedo you can see the center post for the needle. Below that is a disc that makes contact with the brass bar when the speed reaches 30 mph. So what if your 30 light does not work?

Remember the bases for the 2 lights are the same. Check to see if your base is turned on. Like your map light, turn the base of the 30 lamp clockwise to the on position and leave it there all the time. If this does not work replace the bulb. If this fails then you will have to get into wiring and maybe even have your speedo checked.



30 light connect screw
Finger screw cap

For those of you, who will be rebuilding your dash, please reference the TC Instruction Manual (Brown Book) for proper wiring. However, for the early TC owners, keep in mind that the current reprint of the 1945/48 Home model wiring does not show a 30 light. You will have to use the 1948/49 Home model diagram. Or visit <http://fromtheframeup.com> and look under Tech Tips for a copy of the original 1946 wiring diagram with the RF91 regulator with the early color codes for wiring.

Acknowledgements go to Fred Kuntz and Craig Seabrook, Whitworth Shop, Ohio for their technical assistance and photos. If you are in need of a Map Light or 30 Light, these are available with many other hard to find parts from "From the Frame Up." As always, send comments to doug@FromTheFrameUp.com

Doug Pelton

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Linda had Union Jacks painted on her toe nails. That is going British head to toe.

A few more
Conclave
Photos
by Steve
Simmons



The Roths head out on the rallye



TCs gather at on of the rallye stops

Nasty Gas

Looked inside your carbs lately?

After many months of storage, this is what mine looked like. Black gunk everywhere! Apparently, even with fuel stabilizer, gasoline doesn't remain viable forever. If you don't drive your TC regularly, or at least start it once a week and let it run for fifteen or twenty minutes, you are asking for trouble. If your car must be idle for long periods of time, it is a good idea to drain the gas out of the carbs, lines and yes, even the tank. Inconvenient? Sure. But unless boiling out your carbs once a year is your idea of fun, it is worth the trouble.

You can see these pictures in glorious color at: tcmotoringguild.org/TECHTOPICS/techtips.htm

by Jim Crandall



And Even More Conclave Photos



Susie and Linda

Another Linda Simmons spread for the weary travelers. And Linda serves some homemade fudge. She does not want anyone to go hungry.



Bob shows you are never too old to love and Charlotte likes it



The happy Thelanders above and Fran and Gene Roth to the right.



"Come on Larry, do a segment of your Good Eats show on my food."



September 22nd General Meeting



David Coleman enjoys a chuckle while reading the minutes of last meeting.

Mel, Toni and Gordon talk boats and Joe dreams about his motorcycles.



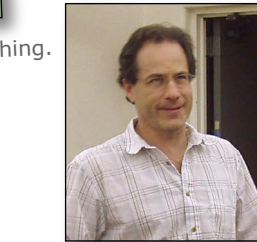
The most popular parts of the meetings - visiting and eating



Mel enjoys some deep sea fishing.



Grandma Toni watches over the sleeping grand kids after a busy day.



Michael Appell (son), saved Mel by putting together an outstanding PowerPoint presentation of all Mel's photos. Thanks Mike, Mel & Toni.



You just have to get a shot with the giant tortoises if you get to the Galapagos Islands, and here is Toni with one.



Mel chips some ice off an ice berg here. And speaking of ice bergs, all these photos are only the tip of what was presented that night. We traveled the world with Mel & Toni.

Frank Mason Award Time

Nominations for the Frank Mason Award is coming up. Think about who most exemplifies the aims of the Motoring Guild in the perpetuation of the TCMG. (last year's winners are ineligible - Ron Simon and David Edgar). We have had wonderful tours this year, great tech

articles, delicious desserts at meetings and tours, great web site, new president, interesting meeting programs and many other fine things that went on this year which dedicated members devoted themselves to. Think and make your nomination when the time comes.

The Coolest Car in Clairemont

The San Diego community of Clairemont recently ran a Coolest Car in Clairemont contest. People submitted entries and then the popular vote was taken. It's official: the coolest car in Clairemont is a 1947 MGTC, owned by TCMG members, Doug and Sharleene Pulver. The first-ever contest garnered 26 entries and hundreds voted. Judging by the wide variety of cars submitted, and voters' comments, when it comes to cars, cool is definitely in the eye of the beholder. Sports cars, muscle cars, vintage autos and the ultra modern Smart car were all represented in the contest.



and with the help of friends, Doug's wonderful car is restored.

The Pulvers have owned many MGs. The first was a 1978 Midget which was purchased new by Sharleene. Their oldest MG was a 1930 M Type, the British equivalent to the Ford Model T. Of the TC, Doug says "To this day I believe the MG TC is one of the most graceful and beautiful cars ever built. We enjoy driving it and love getting waves from people as we pass—especially young children."

Contratulations Doug and Sharleene. We always knew the TC was the coolest car already though.

When the Pulvers found their winning car, it wouldn't start and was filled with pine needles. They were on a 25th wedding anniversary trip to Victoria, Canada when they learned there was a 1947 MGTC for sale in a remote town nearby. Doug had been thinking it would be fun to own an MG manufactured in the year he was born and this seemed like the perfect opportunity. Five years later they decided to take the MG TC down to the frame and rebuild it as new. After several years of gathering parts

34th VMG MG Parts Exchange

Sunday, November 22
7am to 1pm

College Park, College of Communications
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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.

For more information:

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



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