



TC Motoring Guild MIDGET CHASSIS

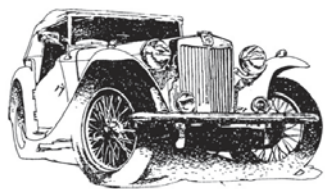
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March 2010



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The MIDGET CHASSIS March 2010

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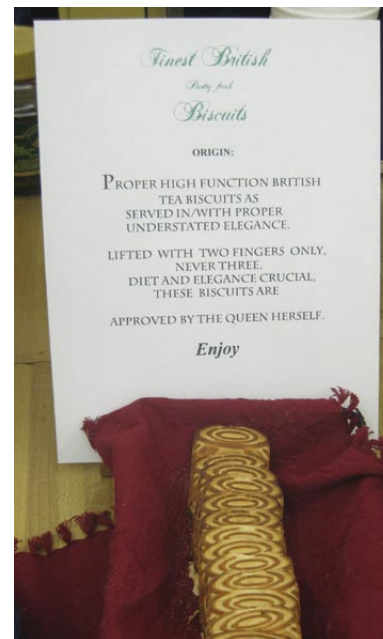
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ON THE COVER: Robert Koons' competition TC, the *Updraught Special*, presented as this month's feature article on page 4.



Photos by Don Mc Lish



be lifted with two fingers only in a manor approved by the queen herself. (above)

The 8:00pm January meeting was proceeded by our board meeting (right) which met at 7:00pm to approve the increase in printing and mailing costs so our annual budget disbursements would be funded according to our bylaws. Certain early club

first year information was reviewed for presentation in our February meeting which will be dedicated to our early club history back to our roots presentation program. Early members will present first hand accounts of how it was back then, with the best spread ever of early club newsletters and materials spread out for a look see - highlights as



(Continued on Page 10) **3**



TCMG member, Robert Koons,
talks about building and campaigning his
1949 MGTC 9004 aka....

Updraught Special

by Robert Koons

When I was in engineering school in the late 1960's, I had the good fortune to work for a couple of summers at Penske Racing in Newtown Square, Pennsylvania. At that time, the racing shop consisted of seven people: Mark Donohue, Karl Kainhofer (the mechanic on the CanAm and Formula 5000 cars), Roy Gane (the mechanic on Mark's Transam Camaro), Ron Fournier (the fabricator), Don Keane (the transmission and rear end man) and a "go-for" (me). I mainly worked with Roy Gane on the Camaro, but also had the opportunity to work with him on the Lola Mark III Coupe that won the Daytona 24 Hours in 1969. What a great way to spend your college summers!

Fast forward forty years, during which Roy Gane and I stayed in touch and remained friends, although our lives took different paths. Roy continued on with Penske Racing through the early 1970's, and then held a series of jobs working on various other race cars, and ultimately ended up as a lead technician at a Jaguar dealership in suburban Philadelphia, from which he retired at age 78 in 2005. I, on the other hand, after working as an engineer for a number of years, went to law school, got my MBA from Wharton, and ended up as a Patent Attorney and Partner at Drinker, Biddle & Reath, LLP in Philadelphia.

In 2003, the Penske team held a reunion at Watkins Glen, where I got to see a lot of the people I knew back in the day, and also was able to watch some really neat vintage race cars. That started me thinking about going vintage racing and, since I have always loved TCs, drove one in high school, and now have an original TC with only 28,000 miles on it, I decided to have Roy build me a vintage TC racecar. To do that, I bought a small shop in Bryn Mawr, Pennsylvania, named it "Updraught Enterprises" which is the same name Roy had for his original shop in Bryn Mawr that he started in the late 1940's before he went on to work for folks like Roger Penske, Mark Donohue, John Mecom, etc. I also bought TC 9004 in the fall of 2007, which at that point was a reasonably well restored street car. Roy, and his son Evan, completely dismantled the car and spent the next eighteen months turning it into a first class vintage race car. The work included boxing in the frame rails,

constructing and installing removable X braces on the front and rear portions of the chassis, and converting the car to rack and pinion steering. This conversion, in itself is an interesting thing, in that it was performed using a right hand drive MGTD steering rack. Roy performed this very same modification in the early 1950's on a TC that was then owned by a fellow named Jim Carson, who raced the car at the early Watkins Glen races, and later became a well known vintage racer on the East Coast. I was able to locate a right hand drive MGTD rack in 2007 (scarce as hens' teeth), and Roy made brackets and steering arms and installed the set-up on the chassis of my car, just like he had done on Jim Carson's car fifty plus years earlier. The result is nothing short of amazing. The car steers like its on rails, with little effort but a lot of feedback.

Other work on the car including having R&W Enterprises in East Fallowfield, Pennsylvania, build up a full race motor using an MGTF 1500 CC block, Carrillo rods, billet crankshaft, forged Arias pistons, Lucas Laystall head, Vertex Magneto, and various other vintage speed parts, which resulted in the motor making 125 horsepower and 123 foot pounds of torque at 5500 rpm when it was run on a dynamometer. I have retained the original numbers matching engine in its complete state, in case anyone might want to reinstall it in the future. In addition to the speed parts on the race engine, the car was completely restored cosmetically inside and out with high quality Woodland green paint and a full leather interior from Heritage Upholstery in Washington. Another neat addition is the seats, which are replicas of MG factory competition seats that were used in a few early racing MGTDs.

These seats, in themselves, have a neat story. In the early 1950's, Roy purchased a factory MGTD racecar from Briggs Cunningham, who previously had purchased it from J.S. Inskip, where it had been raced by Gordon Bennett, a well known early driver. Roy raced the car in many events on the East Coast, but ultimately ended up completely destroying it in a crash. He removed various parts, including the factory competition bucket seats, which he sold to the aforementioned Jim Carson. Jim installed the seats in his TC and raced with them over the next fifty years. When the car came into our shop at Updraught Enterprises in late 2007, I had the opportunity to remove the seats and carefully make exact cardboard templates which I then gave to a skilled fabricator who exactly duplicated the



(Continued on Page 9)



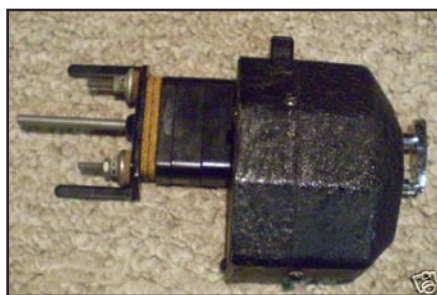
The TC wiper motor: What is the truth?

Technical Talk

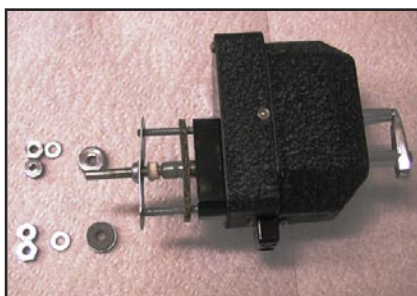
by Doug Pelton

What is the proper wiper motor for the TC? I did a recent study to find out that there have been some facts blended with some misunderstandings, leading to confusion. So, what is the truth?

To start, there are two (broad based) categories of wiper motors in which there are specific subcategory part numbers for car applications. The two groups of motors are CWX and CW1. Visually, all motors look the same, other than the numbers.



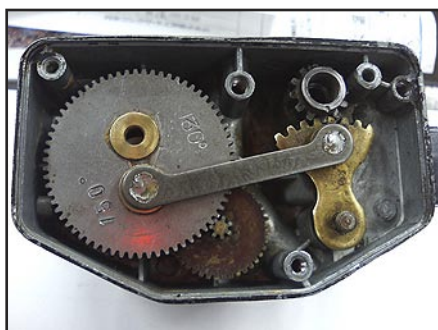
Wiper motor CWX



Wiper motor CW1

The CWX category originated as a pre-war item and continued through the TC production well into the 60's. As defined in the Lucas manual itself, "CWX" was a universal mounting motor. It was produced with the longest spindle and fixing studs likely to be required and included a variety of packing washers. In short, one size fit all and excess bits would be discarded. There were two reported sightings of the CWX motor on TA's. Both had part # 730497. This part number is significant because it is also referenced as the proper motor for the TC by Mike Sherrell, page 204/205, and also the Lucas publication, No. CE468, Dec 1949 (TC Equipment). But wait, something is wrong. The CWX 730497 motor found on Ian Linton's TA 3120 has a 130 degree sweep. So were all of these motors 130 or did they change later to the required 150 degree for the TC? Overall, there was no reported data on the sweep for the 730497 motors. The second question that becomes obvious is why would MG use a universal mounted motor and throw away all the extra bits for a production run of 10,000?

6



Mechanism showing 150 Degree sweep.

CWX 730497 have just the right hardware for the TC as designated by the part #730497? This remains an unknown. Despite what Sherrell and Lucas have recorded, was there a different motor used with the TC?

The first TC built, TC 0252, had wiper motor CW1 dated 1940, part # 733189, 150 degree sweep, and considered original to the car by Peter deBruyn, owner. This confirms what is often suspected. Early production used surplus parts to get the production going. This designation however, highlights a new category of CW1, which is top mounted and not universal. Next, there was a period of unknown as I did not receive any verifiable data on original motors until TC 2875. At this point it was confirmed that the TC wiper motor changed to CW1 75051 as seen with motor date of 2/47 matching the car production date. Additionally, there were repeated sighting of this same motor throughout the remainder of TC production. In fact, according to the Lucas parts manual, part number 75051, 150 sweep, was specific to the MG TC and TD 1946-52. So, there was a change earlier than previously thought.

There was also an interesting side note for TC 5087 born early 1948. It had a motor # CW1 730292, dated 10/47 and considered original to the car. This points to the fact that MG would use substitute parts to keep production going. This motor (also specific to a 46-47 Sunbeam/Talbot Tourer) was top mounted and had a 150 sweep and would only need to have the TC mounting hardware to make it work for a TC.

There will always be remaining questions. Can anyone confirm the sweep of the CWX 730497 motor? Does anyone have a pre-TC2875 motor considered to be original? Does anyone have a post TC 2875 CWX 730497 that is considered original to their car and has like dates on the motor? I will thank in advance anyone that can help further. As always, I welcome comment. Doug@FromTheFrameUp.com ●

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Dan Harmer of San Diego, CA reviewed this book on amazon.com as follows:

"..... essential reading for anyone who wants to call themselves a 'car guy'. It is a simple novel about the sports car scene in the early 50's. From this period grew all the famous sports cars..... and all the famous American road-racers."

I ran across a copy of this teen classic in my memorabilia box and will share it FREE with any TCMG member who would like to acquaint a young friend with the fun of MG sports motoring. Not for re-sale on eBay, please? Contact: crandallonline@yahoo.com.





The first event of the TCMG motoring season is a quest for the highly prized

Lame Duk Kup

by Gene Olson
Photos by Ron Simon

The 2010 Lame Duk event was held on a spectacular blue sky day. Ten people and one TC gathered. For the Concours d'Elegance, Karen Olson's Irish duck was looking good until Suzie and Dave Coleman set up their



magnificent fashions - complete with mirror (to see duck bottoms?) Suzie won in a tight vote.

In the Duk Car Race the long tresses of Bobbie Simon's Lady Godiva duck caught in the wheels. Quick thinking by TCMG members managed to save her, but Poor Lady Goducka was scalped in the struggle to free her. Then bouncing back from disaster Bobbie Simon won the race with an impressive drive. Next we tried the new Ministry of Wildlife's "Injured Waterfowl Flight Assist model MD 2000". Some difficulties were experienced (another million dollar government boondoggle.) Betsy Lutz claimed first place with a flight right to the target duck pond. In the fast paced water race (are we done yet?) Ron Simon took an impressive lead, but then stalled, while Dave Coleman swept past all contenders to the finish line.

In the post race line up Dave and Suzie Coleman were disqualified for using substitute ducks in the water race. Most ducks were bedraggled, but Karen Olson's looked like it was just pulled from a swamp. Gene Olson's bad boy won (bribery helps.)

Though he had lost goggles and some chest hair, he still had his cigarette.

Bobbie Simon was declared overall winner, but fortunately does not have to store the silly Duk Trophy since it was not returned by the last winners- who shall remain THE nameless southLANDERS.

Then we all went to eat. ●



How the Kup Got I'ts Name Official Version by Stan Belland

Your speculation on the origin of the Lame Duk Kup (note correct spelling) compels me to raise my voice from the wilds of Cambria, where some of us TC Geezers go to leave our ivory (or what's left of our 401ks).

Back in the ancient times, when the presidency was determined by whose turn it was, I was left with the job. We had had a traditional problem planning the January event because it had to be planned too early for the new events chairman who was selected at the Holiday Party in December, to get his feet under him. I got the idea of establishing a January event that could be put on by the outgoing Board ("lame ducks").

Esther and I were at a swap meet somewhere out in the desert and found a brass duck of no discernable function. It was no good as a decoy (wouldn't float) and, although anatomically correct, was too ugly to adorn the mantle of anyone but someone who had won it. After some wrestling with our financial situation, we paid the \$3.00 and took it home. We had the thing engrave with its title (I think Joe Douglass did it with a rusty nail) and the Lame Duk Kup was born. The spelling was to protect our copyright from pirating by other organizations (fat chance) and because it is not really a cup at all.

It turned out to be just as hard for the lame duck board to plan an event and now it had to be a contest so the Kup could be awarded. After several years of straining, Bob Wilmer kindly took it over as a kite-fly which was easy to put on and left us nears the King's Head Pub in Santa Monica for a lunch and a pint and an award ceremony.

Finding a blank space to engrave the winner's name became a problem, resulting in several names being put on medallions around the Duk's neck and someone attaining the honor of having his name engraved around the Duk's nether orifice.

That, boys and girls, is a heck of a lot more than you wanted to know about this curious old relic. (The Duk, not me.)

Stan

Updraught (Continued from P. 5)

aluminum seat shells for me. After having them custom upholstered to match the upholstery pattern in Jim Carson's car, I installed them in TC 9004.

The car was completed in mid-2009 using AN hoses and fittings throughout, a custom wiring harness from Rhode Island Wiring, custom built Dayton 16" center lace wire wheels, Dunlop racing tires, 1 1/2" SU carburetors, dual SU fuel pumps, etc. Throughout the whole process, the intent was to engineer, construct, and finish an MGTC in the manner in which Roy and I worked on Roger Penske's cars so many years ago. In short, if Roger Penske were to build an MGTC racecar today, Roy and I think that it would look like our car.

We had the opportunity to debut the car at the U.S. Vintage Grand Prix at Watkins Glen in September, 2009. The car ran surprisingly well, particularly considering the fact it was the first time out for the car, and the driver as well. Part of the weekend's activities involved a reenactment of the original 1948 Watkins Glen race, which was held in the town center. Our TC participated in that reenactment, and was front and center for a small ceremony that was broadcast over the PA system, describing Roy and his many accomplishments in racing over the years, and honoring him appropriately. All in all, a great weekend was had by everyone. Roy and I are looking forward to a full schedule campaigning the car in VSCCA and SVRA events in 2010. ●

Bob is also working on a Lotus 20 Formula Junior and another TC for racing at the Monterey Historical Races in 2011. Ed.



Ramblings (Continued from Page 3)

embellished by some of your senior club members who were there.

The highlight of the January meeting was Gene's *Wheel of Misfortune* TC social activity - men against the ladies. The wheel was spun, questions were asked, and the ladies came out with the winning final score. (See complete story by Dave Edgar on Page 12.)

Now in this month's ramblings, we need to address certain motoring concerns that are occurring with certain manufacturers with brake problems, and unexpected rapid accelerations. Steve Wozniak, Apple founder, has stated that in his car, it had nothing to do with a stuck accelerator pedal. His car suddenly accelerated out of control as the gas pedal went to the floor, his foot not even touching it or near it. He saw it as a software glitch that needs to be ironed out. Simple is good. In the stable classic design of the TC, not one computer virus or glitch has ever occurred. Form is function I always say. If it don't make it go better, don't put it in.. As far as Mechanical vs Electrical being superior, er well just think Lucas. Which do you see as more reliable? The modern car manufacturers need to review, get the TC factory manual, and study it carefully to resolve these modern problems caused by needless high-tech-gadgets/complexity. But wait, you need all that for high mileage don't you Don? Oh wait, never mind. Honest simple engineering wins out every time. Will their cars still be on the road in 50 years running as originally? Time will tell. More next time. ●



Revised Attribution



The cover art on last month's *Classic Chassis* was attributed to TCMG's artist emeritus, Clarence Weiss. Clarence, however, does not wish to take credit. The art, done ages ago for a mailer promoting our annual Gourmet Pique-Nique, was drawn by none other than this editor's own son, James M. Crandall, who also furnished us with the TC logos that for years have been featured on all

TCMG newsletters. Check out his fine arts website at: www.jamescrandall.com. (BTW, there's no need to mention this error to him, OK?) Ed.

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January Meeting Program

Wheel of Misfortune

Story and Photos by Dave Edgar

Corny Gene Olson emerged from stage left in a commanding voice welcoming our merry band of TCMGers to the Wheel of Misfortune game. With the aid of his wife Karen, our group was split into two teams, ladies on one side and the guys on the other. We quickly (as quickly as TCMG people move anyway) sat in our seats and



Team Better Half confers with each other on a trivia question.



Gene gave us the rules of the game. Two model MGs were on the table between us to show who was ahead in points as the game progressed. One of the petrol dip sticks was used to mark units of length.

Gene and Karen were great in coming up with questions for us to answer. The ladies got more social questions such as where was the TCMG retirement party for Mike Goodman held or what color had did Art wear at the last TCMG Holiday Party. They did get couple technical questions such as what highest digits are shown on the TC speedometer and were shown a wing nut they had to identify (which was the wing nut used on the windshield).

Guys questions were more technical-such as what is the stroke of the stock 1250 XPAG engine or what is the difference between the early and later TC headlamps. If a team had to confer on the



Part of the Team Guys waiting for their trivia question.



The ladies lead by a slight margin as the model cars keep tabs.



George Kershaw spins to determine the fate of Team Guys.

TCMG February Meeting



Peruse the most complete display of TCMG historical publications and memorabilia ever assembled and listen to the

TCMG GEEZERS

put it all into perspective. (Let's do this before they all forget, OK?) You can add your tall tales too!

February 23, 8:00 PM

Citibank Community Room
2350 Honolulu Avenue, Montrose
(Meeting room entrance is at the rear of the building, downstairs)

TCMG March Motoring Event

Search for the Snow

March 7

Details follow on the TCMG website and by snailmail.

Also of interest.....the Queen's English car show at Woodley Park, Van Nuys on

March 14th.

Details online: www.queens-english.org



Road Conditions:
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A Reminder to Members

DUES ARE DUE!

\$26.00 for those in the 90000 to 93300 Zip Codes. For those living more distant, \$22.00 (unless you want the special flyers on meetings and local events, in which case the fee is \$26.00)

Checks made out to the TCMG
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TCMG Treasurer/Membership Chair
1454 Chase Terrace
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Time to plan for GoF West '10



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July 12-16, 2010

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Club Regalia

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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

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simon90248@yahoo.com . Call or email for additional pictures.



"Wheel of Misfortune" Continued from Page 12

question, and got it right, then they could spin the Wheel of Misfortune to see how many spaces their team would move ahead. BUT if the wheel landed you on a space such as Fuel Pump problem, you could only move ahead if someone on your team had a spare fuel pump (we all drew save cards from the pot earlier.) Of course Gene allowed us to override the save card with a \$2 donation to the TCMG but we were all having too much fun to do that.

We were running out of time so needed to end the game but the teams were even in the race so needed to run several tie breaker questions before the ladies pulled ahead by one point. It was such fun that we would like to do it again at a future meeting so if you missed it this time, be sure to come next time. By the way, the wheel Gene used for the game actually came off his TC (right front wheel). I am sure it is back on the TC again, so we need to give him some warning if we do the game again. ●

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