



# TC Motoring Guild MIDGET CHASSIS

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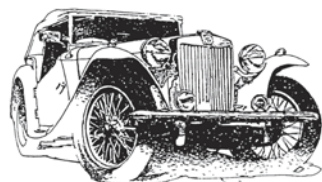
**August 2011**



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## The MIDGET CHASSIS August 2011

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## President's Message by Steve Simmons



I love old cars. In fact I like them so much that I tore down my garage and built a new one from the dirt up, just so I could keep more of them indoors. Using exactly the same amount of floor space as the original, my two-car garage became a five car garage thanks to a pair of special lifts and the fact that MGs are so small. This allowed me to put all but one of the MGs indoors and freed up the driveway for my daily driver MGB and the wife's modern thing.



With a larger garage comes the opportunity to fill the place with more "stuff", which is exactly what happened. More cars found their way to the empty spots in the driveway so we found ourselves exactly where we started with too many cars in the way. The logical course of action is to sell a few of them, but anyone inflicted with the condition known as "rusty metal affliction" will understand that this is not likely to happen. So we did the next best thing and bought a bigger garage! The problem is... the garage isn't there yet.

Sitting where my dream garage will someday be built is a rickety, mildew-filled shack with a cracked and heaving floor. Left behind is an automobile's luxury home with smooth, glossy floor, insulated 11-foot walls, lifts, power, lighting and all the other things I will quickly come to miss.

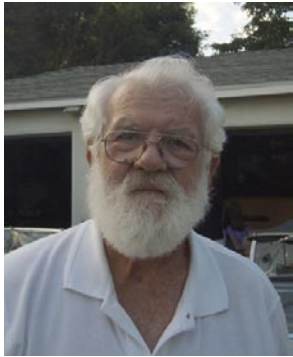
I keep telling myself it will be worth it when the dust settles and the new garage is built, but it won't be fun living with car tents and field mice for the next year. How long will I continue subjecting myself to silly decisions like these? For as long as I continue subjecting myself to driving these silly cars, I'm certain. Long live rusty metal affliction!



## June Meeting Minutes.....

*Minutes and Photos by Dave Edgar, TCMG Secretary*

Was a very fine day for a picnic, not too hot or too cold. And the main ingredients to make it fabulous (TCMG members and TCs) started arriving. The Henkels had everything all set up and was all ready for us. Tables all laid out and lots of room on the driveway for all the cars. While we did not break any records on TC attendance at 5 TCs, we did break an attendance record of 50 people. We also had two other MGs there though: MGA and MG SA. And of course there was the HUGE Lincoln Tony had rolled out. Gave us plenty to tire kick around.



After our usual round of catching up and gabbing, we were called to sit and picnic so we gathered around all the tables. Afterwards Steve called the brief business part of the meeting to order at 8:11.

Guest Gary Mechsner (Left) was recognized. Gene Olson had met him at a car show and in the course of talking, it was discovered that Gary was an early member of the TCMG. Gary was part of the gang that resurrected the TCMG after a falling apart in the early years. Along with Ron Simon and others the TCMG was revived. Gary also attended the very first TCMG/ARR Conclave. He had some stories to tell and

it sounded like he could have talked for quite a while longer so had to curtail the saga. Maybe we can get him back to talk when we have more time. Other guests were Bill & Renee Livingstone from Australia (Elizabeth Page's sister).

Minutes of last meeting were read by Bobbie Simon who acted as Secretary then.

Joyce gave a Treasurers report and announced we now have 103 members with the addition of Ian & Karen Levitt from Tennessee and who had bought the Bogardt's TC.

A report on the Cherry Pickin' Tour indicated NO TCs were there and only three cars ventured out. Cherries were in abundant supply and those that did attend (Simmons, Olson and Simon) got their fair share for sure.

4 Gene reported on the Sept 23-25 Conclave plans. He indicated you could get cheaper



## ....and Annual Picnic

accommodations by using the Vagabond website rather than calling and using the rooms held by TCMG. Dinner choices seem to be narrowed down to the prime rib and salmon entrée's. There will be a vegetarian option as well. Dinner will be at the Madonna Inn (right next door).

GoF and MG2011 was a splendid event. Those local members that went were Kershaw, Thelander, Olson and Page. Elizabeth Page's sister and her husband also went.

Our TCMG Holiday Party location is almost locked down. News to follow when that happens.

We adjourned at 8:36 at which time Cindy brought out some DELICIOUS desserts.

Thanks you to Tony and Cindy for all the work they did and for the hospitality. Everyone truly enjoyed it.



*Tony's brilliant Oil Drip Contest (see targets above) was won by Gene Olson's SA*



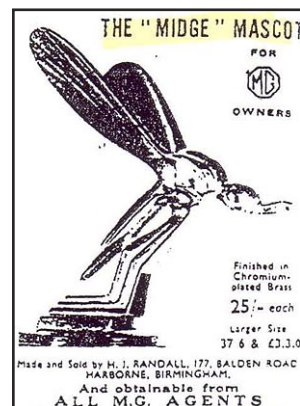


# Tech Topics

by Doug Pelton

## A SMIDGE OF MIDGE HISTORY

"The Midge" is the mascot that has adorned the MG for many years. It is an eye catcher and head turner whenever it is sighted. But what is the history of this flying mosquito and was it really a production item offered by MG?



Automobile mascots (hood ornaments) became a very popular item in the 1930's. Many marquees strove to craft a mascot that would typify their branding of grace and elegance. Jaguar had the "Leaping Leopard", Rolls the "Kneeling Lady", and Auburn the "Flying Goddess". Today, the Midge seems to exemplify this same level of beauty. However, this has not always been the case.

An initial sighting of the Midge was found in an advertisement of the May 1934 issue of "The MaGazine". (Left) The ad confirms that the Midge was produced by H.J. Randall, Birmingham, England and was designed especially for MG car owners. It was also offered in 2 sizes: large and small.

(Upper right)

According to historian Mike Worthington-Williams, "The MG Midge was only found on the 1935 'P' type MGs. However, despite its intended use for only the 'P' type, it did appear in factory literature and was primarily sold as an accessory by University Motors Ltd, London acting as an MG agent."

Late, in the July 1936 issue of "The Sports Car", (Left) the previously referenced ad was repeated but instead now included the MG logo and words: "Obtainable from All MG Agents". So this seems to affirm that a privately offered Mascot had been sanctioned and adopted by MG.

However, the Midge had a short life. According to Worthington-Williams, the image it projected was found a little undignified and was therefore only formally offered with the 1935 'P' Type.

An original 1st issue Midge can be identified with the marking "Reg Applied For". Physical characteristics include chrome plated brass body, the proboscis (beak) is horizontal, and the lettering on the left base is: "MG CAR CO." The later production marking added RD 786849. (Opposite)

The Midge has proven to be a lasting icon for the MG community. As one unidentified MG owner stated, "while the Midge is elegant in shape and form, I cannot imagine MG allowing such an inelegant, nay ugly, detail as a gnat's proboscis to adorn their fine machinery.

However, a Midge now adorns my TC."

As always I welcome comments and corrections at:

doug@FromTheFrameUp.com



Editor's note: The Midge is once again available from F.T.F.U. at.....

# Cherry Pickin'

by Steve Simmons

Only three cars (no TCS) showed for this year's event, probably because it was right between GoF and the Henkel picnic. Olsons in a modern car, Simons in modern car with grand kids, and me in MGA. Linda did send some goody bags along.



The cherry harvest was supposed to be pretty much finished and a lot of places had closed already, but this place was bursting with them.



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Tom Wilson couldn't bear to leave one of his two beautiful TCs at home. So he brought them both!



Rick Storms, Allan Chalmers, Tom Wilson and Jim Sullivan pose by one of Tom's TCs



Judy Storms and Joe Marcotte at the car show



8 Joe waits patiently by his car during judging

# MG Reno + GoF West 2011

by Jim & Jan Sullivan

Our trip to Reno really began a year or so ago when we heard that MG 2011, a national MG meet, was to be held in the west. This event is only held every 5 years so should attract some of the best MG's in the country. We made the decision to go.

We would have loved to drive our newly restored TC down, but we had just completed a nut and bolt restoration on TC 5515, a 1948 MG, which we had acquired as a rust bucket. Driving it to Reno was out of the question as this car did not have enough test miles on it yet, so we drove the TC on the trailer and headed south. We arrived at Reno after a semi leisurely day and a half of driving. That evening was a dinner and reception at the National Car Museum. There were many wonderful old cars surrounded us including a nice red 1948 MG TC. Now that's the kind of car for a museum.

Day number three of the week had several things going at once. I wanted to do the Rally but it was at the same time as the tech. sessions so I decided to go to the Doug Pelton "Restoration Tips to Save Time, Money, and Aggravation. It was very good and I learned a lot, and wish I had been able to attend this before I did my last restoration. I then went to Pete Thelander's History of the MG session. Pete did a great job and it was all very interesting

The big day for the car show was on Thursday. We were up early. The show was in a park about a mile from the hotel and ran from 9 until 2 so we left the hotel parking lot about 8:30. When we got to the show there were cars as far as we could see .....all MG's. They said there were 612 total. We parked the TC and went looking for old friends. We met TCMG member, Tom Wilson, and saw his two beautiful TC's restored by Tom Metcalf. Also at the show were  
(Continued on Page 12)



Jim Sullivan shows off his First-in-Class trophy winner

## TCMG MEMBER AWARDS

Jim & Jan Sullivan  
take 1st in TC class.

MMM Founders Award  
Larry Long

Funkhana 2nd place  
Larry Long (and Brian Kirkness)

Gene Olson took 2nd place in  
the car show for his division at  
MG Reno 2011

Photos by Jim Sullivan, Gene  
Olson, Rick Storms, and others  
from the ARR website.

It should also be noted that  
Pete Thelander and Doug Pelton  
were Tech Session presenters.



Gene, Karen and the SA take a breather at the summit of Ebbett's Pass. Altitude: 8,730 feet



A nicely restored TC shares the spotlight with other classics at the National Auto Museum



Larry and Barbara Long share a meal at the National Automotive Museum buffet dinner.



Doug Pelton's creative entry stole the Valve Cover Racer show



Gene Olson pauses on the Alpine Tour to take a picture of his gorgeous MG SA



## The Beat Goes On

By Phil May

(Continued from our June Issue)



The fall semester of 1961 was my last in college. Christmas vacation was spent mostly working on the car. Oh, and I got engaged to Betsy! Wedding date set for August 25th, 1962.

January of '62 I went back for finals and was graduated at the end of the month. Within two weeks I had a job at an advertising agency on Wilshire in L.A. I bought a '55 Hillman Husky for commuting.

Work on the car continued apace. I wanted to get it done so Betsy and I could honeymoon in it. The body was painted dark Jaguar British Racing Green. It was done off the chassis. Then, with the help of a couple of college friends it was lowered gently onto the chassis. Fenders, running boards, welting, all body stuff got installed week after week. All the upholstery from the wreck was installed in the basket case body. The car was really coming together.

Now we come to memorable occasion number two: DOOMSDAY! A new battery was installed. Finally, I was ready to take the car for a ride. I pulled the starter and heard a sharp clunk. Tried it again and again. The engine wouldn't turn over. Remember I said this chassis had been altered slightly for a V8-60? If you know Ford flathead engines, the distributor is way low in front of the engine and driven off the crankshaft. In order to clear the chassis, the chassis cross member with the slot for the hand crank had been butchered to make room. I had that section cut out and a solid piece of tubing welded in. So I couldn't try the hand crank. I got under the car with a huge screwdriver and put it in the crankshaft bolt. Tugged on it. Engine would not budge.

Now I was PO'd. (And stupid.) After all this work, trouble at the penultimate moment! My folks had a steep, short driveway that led to a very steep hill. I pushed the car out of the garage and aimed it down the drive. Handbrake on. Got in and let the handbrake go. Down the drive it went out into the street and that hill. I let it build up some speed, put it in second gear and let out the clutch. I was gonna break that engine free come hell or high water. The rear wheels skidded and left rubber on the street. Damn! Pushed in the clutch and tried it again. Screech of tortured rubber. And again.

Neighbor Bob Windhorst ran out his driveway into the street. Bob had an Austin Healey 100S that he and his then wife Barbara raced. She later raced Morgans very successfully for Rene Pelladini and Lew Spencer. He knew his Brit cars.

"What the hell are you doing?"

"It won't turn over," I yelled disgustedly.

"Something is wrong. You're going to break the axles or blow something in the transmission. Take that thing home and take out the engine."

That, gentle readers, was DOOMSDAY.

(To be continued)



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Excellent award winning and reliable TC. Car is located in Southern Calif. Contact Lloyd Hendrickson by phone 626-330-0016 or racer404@roadrunner.com (but may not check email often)

Photo above taken in the winners' circle at Gof 2005

### 1948 TC 8242 EXU XPAG 8999 BRG/Brown

Located in Van Nuys, CA, this car was restored around 1975 and has been very well cared for since. It is the export model hence the "EXU" designation. Only 490 of these were manufactured. Made the following repairs in October 2010: Front brakes were relined, Rear axle oil seals were replaced, New sump gasket, Carbs overhauled plus tune-up, Complete new wiring. The paint and chrome are excellent as are the leather seats. The hood is like new and a new tonneau cover is included. Every instrument and accessory works except the fuel level indicator. This car is ready for extended touring if desired and needs a new owner who will carry on the tradition of loving care.



Contact Carlton Long (818) 994-5872 or email <sharoncarlton@att.net>

## GoFWest/MG Reno (continued)

the valve cover races. This was a hoot and drew a big crowd. If you have not seen Doug Pelton's video on this you should visit his web site and watch it.

I met Hank Rippert from the New England T Register and he was very interested in my car. Later he came up to me and asked me if I would mind putting the TC on display on the Plaza in front of the Reno Convention Center where the big gala dinner and awards were held that evening. He assured me that there would be someone to keep an eye on the cars while we had dinner. On display was our TC, Bill Tantau's MMM car, a MGA and an MGB. We had a nice dinner followed by several speeches. After the speeches they gave out the final awards including first place winners from the car show. I was very surprised, but happy, to hear my name called for the first place award for TC's. I was again surprised later to have Hank Rippert call my name as he was awarding a Chairman's award as his pick for the best MG. Each of the four Chairmen got to pick a car that they liked the best. My good friend Dave Wellington also got an award for a photo of TCs. All in all, a wonderful, but, long day.

Friday brought us to the end of MG2011 and GoF West. We said our goodbyes to all our old friends as well as to new ones we had met. As we headed back home to Kent, Washington, I had a stupid grin on my face all the way. It was truly a wonderful experience.

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## 57th Annual TCMG / ARR Conclave

**Sept 23-25  
San Luis Obispo  
Vagabond Inn**  
(Right next to Madonna Inn)  
210 Madonna Road  
San Luis Obispo  
(805) 544-4710

[vagabondinnsanluisobispo.com](http://vagabondinnsanluisobispo.com)

Reserve by internet for best rates:  
\$85.50 for queen with AAA or AARP  
If you call in and use TCMG it is \$106.



Gene Olson has made arrangements for us to have what promises to be a wonderful meal at:

**The Madonna Inn Resort & Spa**  
100 Madonna Rd., San Luis Obispo, CA Saturday, September 24, 2011

Dinner choices are as follows:

**Prime Rib** - Traditional thick cut and delightfully roasted, this generously portioned entree is seasoned with rosemary, and served *au jus*. \$44.00

**Salmon Fillet** - Fresh, delicately sauteed, and served Monterey-style with tomatoes, mushrooms, and scallions. \$44.00

**Vegetarian option** - (No description of this meal at this time.) \$36.00

All dinners are served with mixed green salad, homemade dinner rolls, baked potato, seasonal vegetable, coffee, tea, or milk, and a dessert. Prices above include tax and service charge.

Dinner reservations need to be made in advance. Payment must be received by:

**September 15th, 2011**

Make checks out to:

TC Motoring Guild (or TCMG)

Mail to: TCMG or Joyce Edgar

1454 Chase Ter., El Cajon, CA 92020

Include: Names of diners and menu choices with payment.  
For more information, contact Conclave Master, Gene Olson.  
[olson\\_g@msn.com](mailto:olson_g@msn.com)



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## Club Regalia

### 'TClinics'

Available to members for free in PDF format (contact [djedgar@pacbell.net](mailto:djedgar@pacbell.net)). Send for a free index of over 60 ways to keep your MG "TC" operating safely and reliably.

Each "clinic" is 20 cents in printed form. Non-members pay 50 cents for the index. Index is also on our web page at: [www.tcmotoringguild.org/tclinicindex.html](http://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

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Prices beyond our control subject to change.

U.S. postage included. (International postage is extra.)

## TCMG Motoring for July

Nothing planned as of this printing.  
Check the TCMG website's Calendar Page  
for the latest information.

<http://www.tcmotoringguild.org/calendar.htm>

## Save the Date for GoF West 2012

### June 13 - 17 in Buellton, CA

Gof West 2012 will be held in the heart of California's spectacular Central Coast. This year's rally/tour will follow the beautiful Foxen Canyon Wine Trail, and there will be extra, optional attractions - Solvang's Pacific Coast Performing Arts Theater and a tour of Vandenberg AFB - in addition to the traditional car display, funkhana, auto-jumble and banquets. Please visit our website at [www.Gofwest.com](http://www.Gofwest.com) for registration information.



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## *The Midget Chassis*

David Edgar, Editor  
1454 Chase Terrace  
El Cajon, CA 92020



***Tuesday, July 26th***  
***8:00 PM***

TCMG Meeting held at:  
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.

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