### June 2011

#### What’s Inside
- May General Meeting ........................................... 5
- The Love Affair Continues by Phil May .................. 6-7
- GoF West 2011 .................................................. 7
- Wildflower Tour Report ......................................... 8-9
- TC Dash Instruments - Face the Facts .................. 10-11
- April Meeting Minutes and Program .................. 12-13
- TCMG Regalia ................................................. 14
- TC For Sale .................................................. 14

---

The TC production line at the MG factory. MG Y production in the line next to it.
President’s Message

Steve Simmons

The year marches on, and GoF West marches ever closer. How many of you have your car ready? Us non-retired folk are certainly at a disadvantage when it comes to spare time, but my own TC is progressing along albeit slowly. The engine is on the reassembly stage and it will soon be time to tackle the gearbox refresh.

As we all know, TCs leak by design as an anti-rust measure. The engineers at Abingdon were no dummies, and the sheer number of surviving rust-free TC’s is an example of the genius of their “self oiling chassis” design. However I’ve decided to challenge the rust demons by eliminating as many leaks as possible on my own car. I wonder if that means I have to spray the underside of my TC with oil once per week to keep it safe? Or perhaps some sort of ritual dance around a bonfire, holding empty cans of oil over my head?

What are all of you doing to your TCs? Your fellow TC’ers would sure like to know, so why not write about it? Have you taken a trip lately, or even just a nice Sunday drive? Did you discover a new product or a clever trick for cleaning wire wheels? How about something you did long ago to make your TC nicer to drive that others would like to know about? Our newsletter editor would surely welcome the content, and those of us who haven’t spent a lifetime with TCs would love to learn!

See you all at the meeting on the 24th!

Ed. Note: As Steve mentions above, I would be glad to post any TC stories, status report of your TC, repair tricks or photo in our newsletter to share with everyone. It could be just two lines or a series like Phil May has on pg. 6. Contact info can be found on pg. 2.
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.

Our May Meeting

We have the opportunity to preview fascinating video of the MG factory in about the '30s showing the assembly line, and testing facilities. We also have a very interesting video on William Morris, and how he started on bicycles, moved onto automobiles and became one of the richest men in his time. MG footage is included.

Are you coming to the meeting and have extra room in your car? Contact a fellow TCMG member (or even your neighbor) and carpool.
**The Love Affair Continues**

**IT’S TWO, TWO, TWO TC’S IN ONE!**

With apologies to Certs Breath/Candy Mints

by Phil May

I went around the back of the body shop in the Riviera section of Redondo Beach and saw the left side of a very nice 1948 BRG TC. Looked fine to me. Was there some other TC wreck back there?

A look around the right side told the tale. It was explained to me that the owner, a gentleman named Parke Meek, had been driving in a construction zone where an earth-moving machine with huge tires was working. He went to light a cigarette. Mistake. The distraction caused him to dart (Bishop cam steering?) right smack into a monster tire.

It was a glancing blow that started about in the middle of the right front wheel. It completely peeled up and flattened out the right front fender. The front of the driver’s door took the brunt of it with a deep dent. Axle bent. Chassis bent. Chrome Grill partially crushed. Radiator wrecked. Steering wheel bent. Right front wheel trashed. Driver’s door and running board likewise. And there was what you could see quickly.

There was blood on the upper right of the windshield where Mr. Meek’s head had hit the sharp corner of the windshield frame. Some small amount of blood on the otherwise excellent biscuit leather upholstery.

The body shop owner told me I should call Mr. Meek to find out what the deal was with insurance, etc. The car had been totaled. In his office I tore off a piece of paper and wrote down Mr. Meek’s address and phone.

In a call to Mr. Meek I found out I could buy the wreck for what I seem to remember as $200. I believe he had some kind of small insurance settlement. Small plus new top and tonneau installed. The engine had also recently been gone through. I bought the car. How could I not?

A look around the right side told the tale. It was explained to me that the owner, a gentleman named Parke Meek, had been driving in a construction zone where an earth-moving machine with huge tires was working. He went to light a cigarette. Mistake. The distraction caused him to dart (Bishop cam steering?) right smack into a monster tire.

It was a glancing blow that started about in the middle of the right front wheel. It completely peeled up and flattened out the right front fender. The front of the driver’s door took the brunt of it with a deep dent. Axle bent. Chassis bent. Chrome Grill partially crushed. Radiator wrecked. Steering wheel bent. Right front wheel trashed. Driver’s door and running board likewise. And there was what you could see quickly.

There was blood on the upper right of the windshield where Mr. Meek’s head had hit the sharp corner of the windshield frame. Some small amount of blood on the otherwise excellent biscuit leather upholstery.

The body shop owner told me I should call Mr. Meek to find out what the deal was with insurance, etc. The car had been totaled. In his office I tore off a piece of paper and wrote down Mr. Meek’s address and phone.

I rediscovered Mr. Meek 48 years later in November of 2009. Turns out he was the owner of a fairly famous and funky place in Santa Monica called Jadis that supplied props to movies and bizarre stuff to others. I also learned he had worked for the famous furniture design company, Eames prior to that. He was known as quite an interesting character. He was quite ill and, indeed, died in January, 2010 at age 86. See: boingboing.net/2010/01/06/rip-parke-meek-eames.html (to be continued)

---

**GoF West 2011**

GoF West 2011 will be held in conjunction with MG2011 which expects 900 to 1000 MGs (all models) at the event.

This large event is put on by the North American Council of MG Registers and held once every 5 years and this will be the first time in west of the Mississippi. The council is comprised of representatives from five registers covering all older MG models (Triple M’s, T’s, A’s B’s and C’s). For those of us who love these cars, this is a very rare opportunity to see cars from all over the country and meet people who share our interest.

Membership in one of the national organizations is not a requirement for participation – any MG owner can register for MG 2011.

Each national register will be coordinating the individual events and activities of members attending for each register. For pre-1956 MGs, the New England MG “T” Register will coordinate the activities for T-Series cars which attend. GoF West will coordinate the Rally, Funkhana, and Car Show for pre-1956 cars.

Registration for MG2011 and GoF West is handled via the Council’s website, www.MG2011.com

Latest news: In an effort to secure as many reservations as possible in the ‘official’ MG2011 hotel room block, Circus-Circus has agreed to lower their weekday rate from $69/night to $59/night.
Joe Douglass was correct in that there were hardly any flowers to view. We still had a good time. The people attending were, Joe Douglass & Eleanor in the only TC. Gene & Karen Olson the their MG SA, Ron & Bobbie Simon with guest, club member, Allan Chalmers in their Mini, Kay & Jill Einhorn in Jill’s Mini as Kay had hurt her shoulder and couldn’t drive her TC. Dave & Lucy McCanne in a rented Mustang convertible. Dave & Suzy Coleman in their SUV.
**TC Dash Instruments**

*Let’s Face the Facts*

Through the years, many parts have migrated between models, to include the dash instruments. It was a bitter realization that TC7670 had MGA gauges as part of a classic 60’s restoration. So the hunt was on from the start to find an original set of gauges for my car. Today the same hunt continues for others. But what do you need to look for? And how do you identify a proper TC instrument? The answer lies in the face.

Below is a summary of the face markings for each instrument.

**Speedo:** BRITISH JAEGER / S. 461 / 1675 / MILES PER HOUR

S.461 is the original part number. 1675 represents the internal gearing or cable turns per mile (TPM). The later TD speedo is often found in the TC because it appears to be correct with the “flat face”. However, it has the markings of S.561 and 1600. The #1600 is very telling and should be a red flag for TC owners. This # highlights that the TPM is calibrated for TD. If used in a TC, your indicated speed will be wrong. Also, for those that have changed the rear axle gear ratio in your TC, the speed may be in error also. To solve this problem, a repair shop can recalibrate the internal gearing to your specific car. Finally, some export models were calibrated for kilometers per hour (KPH) instead of MPH and the faces reflected this.

**Tach:** BRITISH JAEGER / K.30

Primary TC identification is made with the K30. Often, this particular instrument gets confused with the very similar TD tach face with K39. The TC/TD clock faces are also the same. However, the TC clock has an extended stem below the dash for reset. The TD clock stem is on the back of the clock.

**Amp:**

a. MADE BY JOSEPH LUCAS Ltd BIRMINGHAM ENGLAND / AMPS / -20 to +20 (early TC)

b. AMPS / -20 to +20 (Late TC)

The above early markings were also common to the pre-war TA/TB gauges except that they had AMPERES spelled out. During the post-war period this was shortened to “AMPS”. The transition to the late face occurred at an unknown time, (1946-47?), when the Joseph Lucas markings at the top of the gauge were dropped. The face then took on a “plain” appearance with only AMPS and +/- 20.

**Oil Pressure:** LBS. PER SQUARE INCH / BRITISH JAEGER / 45854 (X45854)

The oil gauge will generally spark a discussion as there are sightings of 3 different oil gauge faces. (Please reference the oil gauge photo to follow the following points.) TA/TB oil gauges had the #45854. This numbered face continued well into TC production with a confirmed sighting in early 1948. At some later time an “X” was placed on the number as a prefix yielding “X45854”. Other markings remained the same. Finally, a 3rd oil face followed which added “Made in England” at the top and a new number “OG/54” under the needle. The X45854 remained but was relocated on the bottom of the dial. The telling fact for this face is that OG/54 was the newer British Jaeger “replacement code” for the oil gauge. This 3rd face would be considered an aftermarket item.

Today, if you are looking for instruments, be happy with what you find as they becoming more difficult to locate. However, if you are trying to restore the instruments as appropriate for your TC then face the facts and consider the above information.

As always, I welcome comment.

Doug Pelton
doug@fromtheframeup.com

**Acknowledgements by Doug Pelton:** A special thanks to John Marks, Vintage Restorations and Fred Kuntz & Craig Seabrook, Whitworth shop for sharing their knowledge about our gauges.
April Meeting Minutes and Program

Our meeting began fashionably at 8:23 in the evening after we all caught up with each other’s lives in small cluster groups of discussion. Not everyone got the notice to quit gabbing and take their seats so the loud announcement of “Sit or be banished to the parking lot,” was made and we got the idea.

Mail, minutes of last meeting, treasurer’s report and membership reports were made in usual order. Usual mail was held up. Minutes were in the last Chassis and nor corrections were to be made so were accepted by acclamation. Treasure’s report was posted on the wall and motion was made, seconded and voted on to accept. 102 members was our count for this year so far. The March meeting was the deadline to have renewed to be included in the new TCMG Directory.

Program for tonight will be David talking on how to cast your own TC parts. Nothing in the works for May meeting yet so pass ideas onto Steve. June brings us our Annual Picnic Meeting at the Henkels home (and always a popular one).

Events include the Wildflower Tour this next weekend. Joe says the flowers are pretty sparse due to some frosty nights but we will go anyway and have fun.

A trip to the new Mullin’s museum is said to be in the works so look for that in the future. June is of course the GoF West (combined with MG 2011 this year). Should be over a thousand MGs of all years there. HUGE. Get your reservations in. (see page 7 in this newsletter).

Old Business:
Conclave is set for Sept 23-25 in the San Luis Obispo area. Gene is working on exact location.
Nothing new to report on the possible Tug Boat outing Bunker Hill is working on. We are looking forward to that.
We have run out of room on the Frank Mason award to put more recipient names on. We need ideas on how to accomplish this.

New Business:
Time to make our GoF donation towards an auction item. George Kershaw volunteered to handle that and we voted $125-$150 towards that.

It was announced that the Petersen Auto Museum received a donation of $100 million. The gift was from Margie Petersen and the Petersen Foundation to the Museum which includes the building, the car collection plus funds.

David Coleman went over the raffle items he had for us this night. Be sure to buy tickets.

And another special thank you to Linda Simmons for the tasty treats she (and Steve) brought. That was one of the reasons we did not want to sit down at the beginning of the meeting. A motion to adjourn the meeting was made and seconded so we could get back to those treats. Business portion of meeting was called finished at 8:46 pm.

Minutes respectfully submitted by

David Edgar
TCMG Secretary

Casting your own TC parts

David actually went through an extra step in that he had thought about casting hundreds of these and selling them. Thus he made a wood pattern accounting for double shrinkage so he could make a metal pattern which would more durable. Dreams faded and he only made one. Note that these patterns make up the outer surface and you would need core patterns as well to end up with a hollow final product. Patterns are split so that the patterns can be removed from the sand before pouring.

David Edgar
TCMG Secretary
Tools For Sale

Offering for sale the following machine shop tools:

“Baldor” Pedestal Tool Grinder
w/extra wheels $100

Champion Twin Cylinder Air Comp.
with gages and hoses $100

Horizontal/Vertical Band Saw.
4” capacity $100

“Di-Acro” High Precision Sheet
Metal Shear (.010 cap) $100.00

Parts Wash Tank, 10 gallon w/foot
operated safety lid and 4 gallons
kerosene $50

Heavy Duty Cart w/plywood top to
do engine work $25

20 Ton Bench Type Hydraulic
Press $100

3 Ton Arbor Press $75

Phil Marino
951-352-4419
Riverside, Calif.

‘TClinics’

Available to members for free in PDF format (contact 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 website 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)

“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

REGALIA CHAIR

David Coleman, 6911 Chestnut Dr., Huntington Beach, CA 92647 - ph.714-898-2008

Prices beyond our control subject to change

U.S. postage is included in prices (international postage is extra)

Beautiful TC For Sale

1948 TC 7079

XPAG 7988 Red/Tan

NEEDS A
NEW HOME

Car was totally restored in 2000 by
Martin Vheem and in very, very nice
condition. Other photos may be seen at:
gallery.me.com/cborgardt#100046

Car is located in Livermore, CA and
Carol is asking $35,000.

Contact Carol Borgardt at 925-606-1462
(home) or 925-963-5679 (cell),
or frankncarol@sbcglobal.net

TCMG member

DRIVE THROUGH TIME...
WITH PEACE OF MIND

J.C. Taylor Antique Auto Insurance has
been insuring collector vehicles for
nearly fifty years. We understand our
customers, and the connection you
have with your TC. It’s your memory
album, your time machine. It’s your
passion and ours.

We provide agreed value coverage, and
fast friendly claims service on all of our
policies. So all you have to do is drive
through time... with peace of mind.

J.C. Taylor
Antique Auto Insurance

www.JCTaylor.com
1.888.ANTIQUE

GET A QUOTE ONLINE TODAY.

You can insure your TC for surprisingly less than you think.

J.C. Taylor Antique Automobile Insurance
320 South 69th Street
Upper Darby, Pennsylvania

http://www.jctaylor.com/Antique/antique.html

or write:
J.C. Taylor Antique Automobile Insurance
320 South 69th Street
Upper Darby, Pennsylvania