The Midget Chassis
David Edgar, Editor
1454 Chase Terrace
El Cajon, CA 92020



First Class Mail



March 2011





It is official!!! The Lame Duk Kup event thrives. As Carlton Long put it, where else can you act like a 9 year old again? More photos on pages 8-9



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The MIDGET CHASSIS March 2011

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All contributions: articles, letters, advertisements, and captioned photos for the next issue should be sent to:

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President's Message

fter rain in December and cold in January, fair weather is finally upon us. By the time you read this we will have completed our first event of the year, the much anticipated Lame Duck Kup. This event is just one of many opportunities this year to enjoy the cars that brought us all together and to catch up with

friends, both old and new. Speaking of meeting with friends, you

won't want to miss this month's club meeting! We have a very interesting guest coming to speak

to us about his years spent as a factory-trained M.G. mechanic, the many wonderful cars he grew up with in England as a child, and other topics. Show your support for the club and come on over to Montrose to enjoy some world-famous baked goods, fun conversation and an overall good time.

Also note that this year GoF West is early, so don't wait too long to blow those cobwebs out of your exhaust pipe.
Every year
I find myself
in the garage
the night before departure,
trying to finish up some major
project that should have been
started weeks earlier. This year
however will be different! I've
learned from my past mistakes

... don't

wait too long

to blow those

cobwebs out of

your exhaust

pipe.

and will be starting on some much needed repair work the day after the Lame Duck event. Hopefully four months will be enough time to finish a head job, new

clutch, gearbox rebuild, shock rebuild, several upholstery repairs and whatever else I can find. Maybe we need to start a TCMG tech session schedule so I can sucker some unsuspecting victims into helping me work on my car! Somehow I think our membership is too sharp to fall for that one. Did I mention there will be cookies?

Steve Simmons





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.

Tuesday, Feb 22nd

8:00 PM

Malcolm Buckeridge: My Life With Cars

This month we have a special guest, Malcolm Buckeridge, who will be speaking about his rich and interesting history with automobiles. Hear stories from his childhood describing what it was like to grow up in England, surrounded by the dozens of wonderful cars owned by his father. Learn what it's like to be a factory-trained M.G. mechanic, and what keeps Malcolm driving and working on old British iron today.



Malcolm next to his '32 Alvis

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



An MG owned by Malcolm's father

March Tour?

Not official yet but a possibility. Watch for a flyer Trainfest in Fillmore March 26 or 27 Model trains, Museum, Antique stores, Western gunfighters, Food, Train rides cost @ \$20 but you can watch the STEAM train, watch video To see what it is about - www.scrvrhs.com

TCMG DUES



The TCMG by-laws state that next year's dues are due at our Annual Meeting, which was held December 12, 2010. Dues are \$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 amount is \$26.00)

Please make checks out to the TC Motoring Guild or just TCMG and mail to our Membership Chair

Joyce Edgar 1454 Chase Terrace El Cajon, CA 92020

Send a note if there are any changes in address, phone, email or TC from what is in the 2010 TCMG Directory

TCMG membership stood at 106 at the end of 2011. As of Feb 13, 2011, we had 84 members who paid 2011 dues. For those that we have not received dues from yet, a special individual notice is being sent. If you have any questions, contact: Joyce via mail, djedgar@pacbell.net or 619-593-8255

The Wilmers

We have had many inquiries about how Bob & Charlotte Wilmer are doing. Here is a photo taken by Ron Simon in January. Charlotte looks mighty fine here but does have some memory issues (don't we all?). Such very nice people and long time TCMG members. Please keep them in your prayers.



The Love Affair Begins

by Phil May

This tale will not be unlike the experiences of any number of MG TC lovers.

With me, it started on a slight hill on the street I walked every day to grade school.

Our large, impressive brick school in the small town of Park Ridge, NJ absorbed both a complete grade school and the high school. High school was the sort of 1st floor-- bottom/basement section and the top floor. Grade school, K through 8th grade, was the center floor.

The year was 1950. I was in the 7th grade. Every day I walked down and up a big hill and then that little hill four times a day to get to school, go home for lunch, go back, etc.

Suddenly, one morning, there was this fantastic-looking, graceful, spidery, red car parked on the side of the road where a few teachers and other school workers parked. My jaw dropped and my heart nearly stopped. My God, it was beautiful.

I got a second look going home for lunch and returning and then walked around it again after school. In my neck of the woods there were no foreign cars, period. But now there was this beauty. Dad, a design engineer, drove Plymouths!

I drooled over this lovely thing every day. When I first saw it the tonneau cover was on. One day the tan top was up, but no side curtains. That's when I saw the right hand drive and all those cool instruments. Not to mention the huge wire wheels. The only wire wheels I knew about were on bicycles and motorcycles. These made the car even

more exotic to me. How could you drive with the wheel on that side, I wondered.?I had no concept at the time that the British drove on a different side of the road.

Finally, I learned it was owned by Mrs. Placek, the young high school chemistry teacher. Now, let it be said that Mrs. Placek was something to drool over as well. A natural blonde, prone to wearing angora sweaters. Svelte and basically gorgeous.

I got up my courage one day to go up to high school country to the chemistry lab on the third floor. Luckily, there was no class going on. I knocked at the door and Mrs. Placek invited me in. She had on the white lab coat she always wore.

I asked her if that car—that one with the "MG" on the radiator—was hers. Yes, it was. She said it was an MG TC. I told her then that I was going to own one someday. She smiled. It took me 11 years, but I finally got my first one. And that's another story. (To be continued...)

Phil May will be treating us to a series of stories about him and his TCs. In reading this, it brought back some of my early TC memories as I am sure happened to you. We invite you to share your stories as well. Send your stories to David Edgar. djedgar@pacbell.net

LAME DUK KUP EVENT





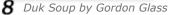








McCanne Ninja Duks



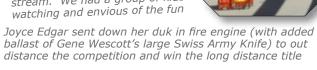




Gene measures to see which duks came closest to the landing pond with Bobbie being the only one to actually get in the pond



The Duk Swim would see which duk would float fastest down stream. We had a group of kids watching and envious of the fun





Linda Simmons



Watch out for flying Duks

duks being launched from

a TC equipped with a bow

mounted on the rear

In Duk Racing, duks were placed in wheeled toys to see which one would go furthest. Extra points if you wore a fire hat and





Mel Appell

Gene Wescott



We then adjourned for a tasty lunch and the awarding of the trophy to Joyce for most total points





TC Steering

Understanding End Assemblies

It's that time of year where many are working on their cars for the driving days ahead. Most inquiries I get cover the full spectrum of car servicing. However, this past month I have had a surprising number of questions concerning the TC steering rod end assemblies. Specific problems surfaced with: can't get it apart, can't get it together, what

needs to be replaced and most importantly, what is the correct assembly order. The overall problem is that the end assemblies are confusing. Let's make it simple!

Identification: There are 4 end assemblies. 3 tie rod end and 1 drag link end (also referred to drop arm end). How do you tell which is which? You must be able to first identify which type of end you are working on, as the assemblies are different.

Quick ID: Tie rod ends (TRE)
have a cross slot (X) in the end
adjustment plug. The drag link
end (DLE) has only a single slot.
Simple! One additional quick
ID is that the TRE barrel slot is a
small figure 8 and the DLE slot is
elongated.

Assembly Order: The drag link end is assembled differently than the tie rod end. To keep it simple: The DLE has the spring on the outside and the TRE has the spring on the inside.

- Tie Rod End Assembly: Starting with the inside of the barrel housing the assembly order is: spring, cup (w/ tiered back), TRE ball, and cup/ end plug (the end plug is also the cup). Remember the plug has a cross slot (X).
- Drag Link End Assembly: From inside out, cup (w/ flat back), drop arm ball (tapered), cup (w/ tiered back), spring, and end plug. Remember this plug has a single



Tie Rod End (TRE) - You will have three of these (2 left hand threaded barrel and 1 right hand threaded). Note ball has a straight shaft (with a shoulder)



Drag Link End (DLE) - there is just one of these and the ball has a tapered shaft.

Confusion: So far, this seems simple. However, there are some confusion factors that you need to be aware of:

- The TRE ball has a straight shaft.
 All 3 TRE balls are alike. The DLE
 ball has a tapered shaft. Very much
 distinguishable.
- The TRE inner cup is also the same used in the DLE outer cup. So you will have 4 of these. Visually, it has a tiered back that fits into the spring. The DLE inner cup has a flat back and there is only one of these on a TC.
- The TRE outer cup is also the end plug. 3 of these on the TC. However, the DLE plug does not have a "cup" side. Only 1 of these on your car.
- TRE housings are threaded differently for the rods. There are 2 left hand threaded barrels for left and 1 right hand threaded for right. Sometimes the barrels are stamped L/H or R/H. If not look at threads.

Help!! "I can't get the drop arm ball out (or in): The tapered drop arm ball cannot be assembled by simple putting it in or out of the "figure 8" slot. It has to be slid in through the end of the barrel housing and then out the slot. This is for safety reasons in case a spring breaks and the ball comes loose. It cannot fall out. And what about the springs?

Originality: Here is an interesting finding that has also added to confusion. According to the factory parts manual, the spring in all 4 end assembly should be the same (same parts number). However, replacement end assemblies have a longer spring in the TRE compared to the DLE spring. (approx. 3/4" vs. 1/2" tall). A study of some "original?" end assembly barrels show that they often varied in depth when measuring the depth of the machining for the internal components. So a

different length spring is required. Therefore, if you cannot get the correct adjustment



on the end assembly, be mindful to check to see if a different spring length would be better.

Adjustment: The ball adjustment on all ends is the same. Tighten as much as possible and then back out the end plug a half turn and install the split pin (cotter). When you thread the complete end assembly onto the rod shaft, count how many turns. Then do the same number for opposite side. This will keep the adjustment capability equal and preclude wondering why you run out of toe-in adjustment. (Believe it, this has been a reported problem!)

Inspection: Finally, what do you look for when inspecting? The obvious answer is looseness. Jack up your car and give the steering a shake. If there is any sign of end play, it's time for inspection. Common fail items are broken internal springs. And if you don't keep it lubricated the balls will wear as in the photos, causing steering issues. Most importantly, DO NOT trust the assembly order from the prior owner. It is not uncommon to find it wrong, which

has created many of the problems mentioned above.

Wrap Up: The intent of this writing



has not been to make you an expert in TC steering but to make you aware of the end piece differences and how to check your car. When the time comes to actually disassemble your car, you can find a "ready reference" for the DLE/TRE assembly in steering section of the catalog at: www.fromtheframeup.com

Please check your steering this winter.

For any help or parts needed, feel free to contact Doug Pelton, doug@fromtheframeup.com

January Meeting Minutes and Program







Goodies galore for all tastes were spread out by Linda. Nobody went hungry.

New President, Steve Simmons, opened the meeting at 8:19 PM. He had to break up all the gathering around the fabulous spread of tasty treats that his wife, Linda, had put together for our first meeting of the year. No one waited for the break to start on the refreshments

Outgoing President, Don McLish, officially transferred the gavel over to Steve. Steve in turn presented Don with a gift of gratitude for service over the last two years. A specially labeled bottle of wine with with his TC on it was admired.

Mail included our usual magazines and a note from the Foster Children's Resource Center in Los Angeles for our gift of games and toys that we collected at the Holiday Party.

Past Secretary, David Coleman, read the minutes of the last meeting and they were approved as read.

Past and current Treasurer, Joyce Edgar gave us a membership report saying dues renewals were going along smoothly. IRS forms were sent in. She asked that the new board review the new budget so they could vote on it at the break, thus allowing her to pay bills this year. (Note that the board did meet and accepted the new budget at the break.)

We have not named a Program Chair yet, but did announce that tonight's program would be Gene Olson's Wheel of Misfortune, back by popular demand.

Steve asked for future program 12 ideas.

Gene Olson reported that our first event for this year would be the Lame Duk Kup on Feb. 12. Duks were handed out to decorate for the event. Future events include Wildflower tour in May, Cherry picking possibly in June, Mullen Auto Museum sometime, and maybe the Orange Festival Train. Looking for suggestions on Conclave location, probably going for a smaller lodging choice. Date of September 23-25 was decided on to avoid other conflicts.

Old Business: Thanks to Don for arranging the Holiday Party. Also noted that Don was presented with the Frank Mason Award at the party.

New Business: New board and positions were announced. We had a larger number of members at this meeting due to personal invites and ride sharing, so we encourage continuing that practice. Bob Smith had sold his TC but is continuing membership in the TCMG. It was voted on to accept him as an Associate Member. David Coleman, our new Raffle Chair has a nice assortment of prizes. Buy your raffle tickets.

The aroma of the goodies was getting the best of us, so we adjourned the meeting to partake and to also allow Gene Olson to set up the program of Wheel of Misfortune. Meeting was adjourned at 9:05 pm.

Minutes respecfully submitted by

David Edgar TCMG Secretary



The nice turn out of members made for a fun evening



handling club regalia. Ron Simon picked up the inventroy and turned it over to Dave Coleman who set up a display to many members enjoyment



Emcee host, Gene Olson presents the rules for the game of Wheel of Misfortune. Note that his hands may be slightly dirty as he removed the wheel from his TC left outside for use in the game.



And Team Better Half won again (they won the last time we played too). I don't know if they win due to being smarter or more devious.





Bobbie spins the wheel to see what her fate is



The duks were our place markers to record team progress in answering questions, or in some cases cheating.

Club Regalia

'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 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)	
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)

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.



GoF West 2011 Reno, NV June 13-17, 2011 Register Now!!!

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

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