

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







April 2012



Former TCMG member Bill Shedenhelm back in mid 50's showing off his TC to the kids and maybe sparking future TC ownership interest in them. Bill was stationed in Venezuela at the time. He must have read Doug Pelton's article early (see page 8)

What's Inside







The MIDGET CHASSIS April 2012

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

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TCMG Executive Council 2012

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MGTC "Midget." Did you ever wonder what it would have been like if it was an MGTC "NORMAL" instead? I mean a TC built in the same slightly larger proportions as a 1938 six cylinder Jaguar 100 SS or a 1937 Aston Martin 21/2 Liter Sports? I'm not asking for a $192\overline{9} 4\frac{1}{2}$ Liter "Blower Bentley – while wildly desirable they were indeed "lorries - just too big".

I mean seriously, a Midget with a top speed of a paltry 73 mph, a whopping 54.5 Horse Power with an interior a vast 3 foot, 6 inches wide for not one but for two whole people. Yes, yes, I know my current proportions aren't helping - but really a Midget sandwiched between two 18 wheelers who are lumpering along at 70 mph on Interstate 5. Get real!

Now according to my professor friend at Art Center School of Design in Pasadena – any well designed object should be equally as attractive no matter what its size – be it two inches or 20 feet. Think of those five inch souvenir statues of Michelangelo's "David". It works. Now the TC has near perfect dimensions and it should look equally as stunning if we just sized another 1/8 percent larger. The new 2012 **Rolls-Royce** Phantom has done exactly actually that the designers put it on steroids and

grew it another 1/8 in size. Even the new factory 2012 brochure now boasts the success of its new bloating size stating, "It now has a rare sense of scale and occasion Power in reserve space in abundance, and classic (read huge) proportions."

Well, maybe, come to think of it - that may just be too over the top. Would I really enjoy both driving and maintaining a 1930 Duesenberg SJ Speedster - let alone affording to buy it. Maybe, just maybe Abington did get it right after all – an affordable maintainable little roadster that can go anywhere on the pocket change of a college sophomore. Indeed a car for the masses -abit too small but then again, the proportion thing – it works, a stunningly beautiful English classic in every sense of the word – and it actually sits in my garage.

David Mathison

Next to the warehouse is a garage full of British cars. And our co-workers often commute in theirs. We put these cars to work every day.

When new parts are developed, we test them. If a part is returned, we'll bolt it on, analyze it, and work with the manufacturer to make it right.

If we are not happy with a part being on our cars, we wouldn't think of selling it to you. And, just to make certain you are satisfied, we stand behind our parts with the longest warranty in the business.

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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, March 27th 8:00 PM Researching MG's Rarest Racer

We will be honored to get a sneak preview of the presentation that Pete Thelander will deliver at the Kimber Festival in New York next month. Promises to be a very interesting look into some of MG's history. Not a meeting you will want to miss.

Many thanks to Citibank for providing the meeting room in 2012 at no cost. Are you coming to the meeting and have extra room in your car? Contact a fellow TCMG member and offer a ride.

GoF West 2012

June 18 - 22 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.

WEST Parts

Please visit the website at: Gofwest.com for registration info.

One Memorable Night on Sunset Blvd

by Phil May

David published a longer version of this article a couple of years back. I'm resurrecting it because it now fits in the scheme of things for the portion of my TC passion when I lived in California. I've edited it to cut things you've already read in past stories. I've divided it into two parts.

It was a sultry Southern California night back in April of 1963. Probably the dreaded Santa Ana winds— I can't remember.

What I can remember is that my wife Betsy and I were living in a shoe box apartment over two garages in back of a house on 18th St. in Santa Monica, Calif. Half a block south of Wilshire. We had little money. We—well, one of us— were 8+ months pregnant with our first child. We had no air conditioning. We were hot!

I suggested a ride. Not in our '46 Ford Tudor sedan, but in our restored M.G. TC— named Tissy— which was lurking, top down, in the garage below our wee home. "We'll stop at a Foster's Freeze for some ice cream," I said, trying to drum up some enthusiasm from a girl who, right at that moment, just wanted to get a watermelon out of her stomach. The ice cream did get some positive interest.

While Betsy eased slowly down the outside wooden stairs like a human glacier, I fired up Tissy and pulled her out into the alley. Betsy shoe-horned

herself in, dropped with a soft,heavy thud and we were off.



Up Wilshire to the entrance to UCLA in Westwood, then up through the campus to Sunset Blvd. A smooth, curvy, correctly-cambered road that would lead us, after some nice fast turns, down into Hollywood.

Traffic on Sunset was light and the ride was all we hoped it would be. Breezy and cool— in the physical sense. It got a lot cooler— idiom-wise— about a half hour later.

On the outskirts of Hollywood, we stopped somewhere for ice cream and ate it indoors in air-conditioning. I remember that. Then, suitably refreshed inside and out, we continued on Sunset, approaching Hollywood's inskirts and very light traffic. Stopped in the right hand lane at a red light, I suddenly heard lovely engine exhaust sounds behind us. I twisted to my left to look back and see what car was making the noise. The engine revved to a scream again and again.

The light changed. The first thing I saw was a gleaming, black, '63 split-window Corvette coupe moving ahead slowly in the lane to our left. Now I knew this was not Chevrolet exhaust music I was hearing. It had a lot of treble and not much bass. The two guys in the Corvette actually looked a bit scared. The passenger was turned in his seat looking out the back and the driver had his eyes glued to the rear-view mirror.

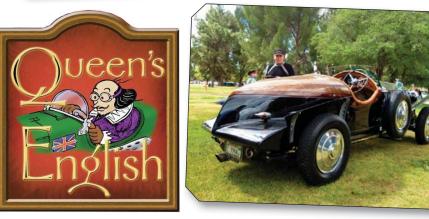
(To be continued)

Queen's English Car Show

Was Well Whitworth It



After 24 hours of straight rain the weather broke and the sun shone down for the Oueen's English Car Show on March 18. Eighty-three British cars dared out and showed up. Ron Wong sent these two photos. Gene Olson was there with his SA, and there was an unusual 1937 Rolls Royce boat tail that caught Ron's eye. No TCs. Guess TCs are just too fragile to be out with a threat of rain. Either that or TC owners are the fragile ones now.





To the left is a twin cam MGA engine. This was at last year's show but it was a neat photo so put it in here anyway.

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The Next Generation

MG Club Members

It has been noteworthy that many of our MG Clubs are now celebrating 40 and 50 year anniversaries. These clubs were the offspring of many young rascals back in the 50's and 60's who owned MGs. They had boundless enthusiasm for the MG Marque and demonstrated such with meetings, rallies, races, picnics, funkhanas, and many other events. That group of young enthusiasts is now 60 or older. To this day they remain the bedrock of our current membership.

As I have attended various club functions over the past few years it has become painfully obvious that our club membership is at risk. Just look for yourself and ask, "In 5 years, how many attending today will not be here?" We are starting to see more emails with subject: "Sad News". There is also that quiet whisper amongst members acknowledging that time is taking its toll and the strength of the club future is unknown. We can sit back and resign ourselves to reality or we can reassess and rebuild the enthusiasm. I suggest the latter and offer a solution.

THE NEXT GENERATION: The next generation is those folks aged 30 to 60. Although I would hope that this was the next generation of MG enthusiasts, I consider this generation by and large the lost generation. When they were youngsters, the rage was horsepower and speed and today they tout the muscle cars "they grew up with". This is the key phrase: "They grew up with."

THE NEXT-NEXT GENERATION:

This generation is today's teenagers. This generation is important because most of our adult interests and values are based on our youth experiences. Repeatedly, I hear that someone owns a car because it was their dad's and they remember it as a kid. I first

saw my car, TC7670, as a kid when it was owned by my cousin and freshly repainted. This was a memorable event and I was proud to become the next owner.

So, what can we do as a club to rebuild our membership base?

CLUB LEADERSHIP: The senior leadership and event planners should consider and re-focus on today's youths: our grandchildren and friends of our grandchildren. At a minimum, each club member should be encouraged to bring a "junior member" to each event. This should be a standing expectation / invitation. If there is a club event, maybe even offer an equivalent junior event for those less than 20 years old. Each club should plan their annual calendar to support the junior membership. Any event chairperson should have a junior assistant (mandatory!) Involve the youth in planning, they will bring their friends.

CLUB MEMBERS: You are the mentors. Please involve at every opportunity the participation of our junior members. Don't change the oil without some "junior assistance" even if it is the neighbor kid. Take the time to tell stories about your car when you were a kid. Teach the next-next generation about how to care for, maintain, and enjoy.

JUNIOR MEMBER ACHIEVEMENT:

Our junior members need to be

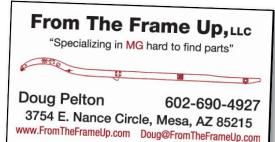
rewarded. Many clubs have a point system for end of year awards. When was the last time you remember someone under 20 getting an MG achievement award? Me neither. Clubs should set up a tiered awards program for the juniors and identify the different levels. Then outline basic point programs to achieve these awards and finally assign a "Mentor" to each "Junior" to monitor and assist. Example levels: MG apprentice, Shade Tree Mechanic, MG Master Mechanic. Would it not be great fun for a Junior to set up a rally that required at least 1 junior member in each car in order to qualify as a winner? And then the Junior organizer gets awarded with the title of "Rally Master" for his achievement?

JUNIOR LIAISON: In order to tie all of the above together I would suggest that each club establish a dedicated staff position to oversee and implement the concept of Junior membership.

Do you have a photo of your child, grandchild, neighbor kid or any younger generation in your TC? Share it with the editor and I will print it in the newsletter. Please include names, ages, relationship and occasion if pertinent with the photo. Send to David:

djedgar@pacbell.net

or mail to: 1454 Chase Terrace, El Cajon, CA 92020



This individual would be solely responsible for the coordination of Junior membership events, mentorship, publicity and recognition programs. I cannot overstate the importance of a central figure to bridge the gap between the senior members to the junior members and institutionalize a local junior membership program.

Overall, the main concern is who will be tomorrow's members of our clubs and, just as important, who will be the leaders. As today Generals were yesterday's "Boy Scouts", tomorrow's MG Club President can be one of today's "Next-Next Generation".

I would welcome anecdotal stories of various examples of how clubs are trying to promote membership today.

Doug Pelton

doug@fromtheframeup.com



And just to start things off, here is my daughter Stacy as she shared driving the TC to the 2002 Conclave in Cambria.

Fitting BRIGHT LEDs to Your D-lamp

years.



Remove old bulb mount hardware



Fit new LED circuit board inside



Welcome to our newest advertiser, and Abingdon Rough Rider member, Terry Sanders



Do you cringe when looking at the

low light levels on the back of your TC with the original D-lamp lighting?

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modifications to wiring are necessary,

existing wiring will fit to the new LED

board without modification. In addition

to a much brighter light, the LEDs will

last somewhere in the 50,000 hour range

which should outlast your TC by many

remove the mounts for the incandescent

bulbs and replace with the LED unit. No



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Convert your D-Lamp tail lights to LEDs, reduce the load on the Dynamo.



was invited join a troupe of senior citizens on their weekly hike through Topanga State Park. I'm 35 years younger than the group's leader. How hard could this expedition be?

About a dozen hikers typically turn out for the Tuesday morning trek each week. The youngest is 59. The oldest are in their 80s — that is, if you don't count the expedition's leader, 92-year-old Joe Douglass.

Douglass, who lives in Atwater Village, began leading them in the early 1980s, when a few hikers from his Sierra Club group wanted something close to their

inst meeting

Joe Douglass in the LA Times

There's Gold in Topanga Hills

Excerpts from a story by Sandy Banks in the LA Times, February 25, 2012

San Fernando Valley homes. The 11,000acre urban wilderness, with its shadowy forests, rocky ravines and 36 miles of meandering trails fit the bill.

Douglass is "the glue that keeps us all together," one member said.

At 92, he's ruggedly handsome in his hiking boots, sunglasses and jeans. A widower and retired engineer, Douglass was a solitary hiker in his youth.

He never imagined he'd collect a pack of admirers who consider him their wilderness guru.

"Here, we just enjoy the day and each other's company. If it wasn't for Joe, we'd just be trudging up a mountain not enjoying everything around us."

And thanks to Joe for his many years of treking to CityBank every month to pick up the key for the meeting room.

THE BABY HASN'T BEEN NAMED YET By Frank Mason

Informal discussions of a tentative exclusive TC club have been going on for some time at various club meetings, rallies and so on whenever two or more TCers got together, and last Saturday at Clendale something definite was finally done about it.

Editor Ivan Galanoy of ROAD & TRACK, a TC owner himself, invited a few of the more rabid TC fans to use his office for a preliminary meeting to talk charter, membership restrictions and so on. Galanoy not only provided meeting quarters, but volunteered as temporary secretary, typing minutes while others did most of the talking. There is to be a club, and it will be exclusively for TC

There is to be a club, and it will be exclusively for TC owners, but so far no officers have been elected, no meeting place has been picked out and no name chosen. The group planned to drive down to Torrey Pines July 3, meeting at L.A. City College at 6:30 A.M. Outside the ROAD & TRACK offices there was a fabulous line-

Outside the ROAD & TRACK offices there was a fabilous lineup of TCs. No TDs or TFs. No Jags or TR-2s. Not a top in sight. Nothing to louse up a TC purist's dream. It was not surprising to find that Editor Galanoy is a TC man. He's an editor, ain't he? And what else would the editors of both of your favorite publications drive? They know their sports cars!!

A report about the beginning of the TC Motoring Guild that Frank Mason probably wrote in 1954 for one of the newspapers **11**

February TCMG Meeting Minutes

ur illustrious president brought the meeting to order with his gavel at 8:12pm and started off with what seems to be his trademark, the telling of two jokes. We chuckled and then our guest was recognized which was ninety four year old Phyllis Mathison, who is our president's mother. We went onto our business starting with minutes of the last meeting (with one correction of to include that the budget for 2012 was passed).

Treasurer's report indicated we had a new advertiser in the Midget Chassis of Terry Sanders's LED lights.

Mail was presented and received our several magazines plus a couple advertisements.

Lame Duk event report was given and while there was only one TC, everyone had fun. McCanne's won the best dressed duks portion, but the overall points leader, and winner of the Take a Brass Duk Home for a Year trophy, was Steve Simmons.

Our events chair, Gene was not present but there was talk of making a day at



David's mother, Phyllis Mathison tells us one short story about David and TC

the Queen's English Car Show on March 18 as our March event.

The Barbara Weiss celebration of life report was given by Joe Douglass. He said it was very nice and pleasant. Also in attendance were Bob Wilmer, the Crandalls, McKarneys and of course Clarence Weiss. A grand sending off for a grand lady. She is missed.

Just recently there was a very nice writeup in the February 25 LA Times about the hiking group that Joe Douglass belongs too. Joe was mentioned even as someone hard to keep up with at his spry age of just 92. Joe was also the main feature in the accompanying photo in the article. All this attention did make Joe a little uncomfortable but oh well. (See story excerpts on page 11)

As we had no other business to discuss we adjourned at 8:30 for refreshments and so we could set up for the presentation by our President on his TC trip through Europe in 1964.

Very respectfully submitted by





David's Presentation

In 1964 David Mathison (19 at the time) and two friends decided to go see Europe. With a whopping \$800 in his pocket he boarded an Air France plane to begin the adventure. Once over there they split up and David headed to London to pursue his aim of buying a TC. He did in fact find one for \$150. Despite being less than excellent, the TC did take him through out Europe (Great Britain, Scotland, France, Florence, Rome, Venice, Switzerland, Vienna and Germany) with a minimum of trouble (biggest problem was the broken shock mount that needed rewelding). With money on the tight side, most overnight stays were just camping in fields (oh to be young again). Perhaps the most daring part of the trip was when he went through Checkpoint Charlie and made the 100 mile trek to Berlin. The guard warned him about if he had car problems and had to leave the TC he could forget about getting it back. He brought a length of rope just in case.



Unfortunately David's Mac computer could not be hooked up to the digital projector so we all watched the laptop screen which worked out just fine.

The TC was shipped to the USA so he could continue the TC adventure. Remember this all happened with just \$800. David is a great story teller and we look forward to him continuing his TC adventures at some future meeting.

With just a little prompting from us his mother told us about how when he rebuilt the TC, that he had TC rechromed parts stored all over the house, under beds, in closets, and so forth. It was a fun evening for sure.

Fantastic TC For Sale

1948 TC 5494 XPAG 6156 Clipper Blue/Biscuit

Excellent award winning and reliable TC. Car is located in Southern California.

Contact Lloyd Hendrickson by phone 626-330-0016 or racer404@roadrunner.com (but may not check email often)



Contact Lloyd Hendrickson by phone 626-330-0016 or racer404@roadrunner.com (but may not check email often)

Binford's TC For Sale

A very sad time for me has come at last. I must confess that I do not drive Daddy's TC anymore and she is very unhappy just sitting. Silver Streak has been in my life since 1952, I was six years old. I grew up in the boot !

You may remember Silver Streak as 1948 MGTC 6973- XPAG 7797 pewter/ red. She is a lovely old girl and still gives us a run for our money when we do get her out for a short jaunt.

We would love to find a loving, driving home for her and hope you will share this news with interested parties.

She was completely restored in 1980 by Glen Binford and friends (:->) She has always been garaged and covered and comes complete with Whitworth tools, luggage rack, leather suitcase and antique picnic box (also leather) with implements.





For additional information or to strike up a conversation you may call me at 360-652-0363 or email me at pamg4@wavecable.com .

Thank you, Pamela Binford-Grudin

TC Upholstery

I recently had my seats & interior panels, which were black, replaced with biscuit leather. The black seats and panels (not leather) are in excellent shape, and I would like to sell them. \$600 or best offer, + mailing costs.

Betz Miller (formerly Betty Hall) Abingdon Rough Rider club

BetzMiller@comcast.net 4823 Foxglove Court Santa Rosa CA 95405 707-539-3654

TC Wanted

Hema of Hema Vintage Auto is looking for a project TC to fix up. TC needs to be complete and will consider a basket case or non running TC. Hema just does not want to be hunting for lots of parts but is fully capable of rebuilding and restoring.

If you wish to sell yours, or know of one for sale, please contact:

Hema. ph: 626-286-9112 or hemavintageauto@msn.com

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