January/February 2012

Lighting the way into 2012
How to identify headlamp shells for an MG TC

Can you identify which is the correct TC headlamp shell and what the other two are?

Doug Pelton explains his findings on the Lucas headlamp shells and how to tell the difference on the different shells.
See page 8-9

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President’s Message

Dear Guild Members:

A sincere thank you. It is indeed an honor to be asked to serve as President. Now I need to get the “Great Red One” out of the mothballs after being stored for over a year while I was teaching in Bonn, Germany. She can look good – I am reminded of that every time the Guild uses the photo of it – you know the front facing TC sporting the Twin Brooklands Racing Screens – with a chrome grille. I have ordered a front splash apron and Badge Bar from Abington and a fresh tan top from Moss. A bit of paint and chrome fasteners and we’re rolling.

It’s a funny thing how the beauty of the TC never seems to fade. I still remember at nine years old sitting on our front lawn on Monument Street in Pacific Palisades staring motionless for almost an hour at a rough black TC with its top up. It was parked directly in front of our house. An emotion I will never forget – a breathtaking beauty even in her sorry state.

David Mathison

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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.

Please visit our website at: Gofwest.com for registration info.
Our Jan. Meeting

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

Tuesday, Jan. 24th

8:00 PM

Game Night

Gene is working on a new exciting TC related game which will debut at the meeting. Expect thrills, and excitement, plus funny questions and answers.

Many thanks to Citibank for providing the meeting room in 2012 at no cost.

Visit Our Redesigned TCMG Website

If you haven’t visited the TCMG website lately you should do so now. Our webmaster, Steve Simmons, has redesigned the site. Check out the new look.

NICE JOB STEVE!!

For the latest news go to:
tcmotoringguild.org

Be sure to visit the Gallery pages. If you want your TC shown or have better photos, please share. Send to Steve at: mail@mgnuts.com or snail mail:

1624 Hanser Circle
Thousand Oaks, CA 91362
(In our last exciting(?) episode Mom discovers a TC sitting on the side of the road in Manhattan Beach. Betsy and I go over to see and discover a car missing three wheels and tires. The owner arrives and goes apoplectic. I stride over…) 

“What’s wrong?” I asked.

“Someone stole my wheels!” he exclaimed.

“Oh,” I said, “I thought you had tire trouble.”

“No, I work nights at TRW and going home to Seal Beach the other night, my lights failed. (BwaHaHa! A visit from he who shall not be named.) This is the first chance I’ve had to come and get the car in daylight.”

Okay, I explained that I had some wheels, tires and tubes I would be happy to loan him. We drove to my folks’ house where the stuff was kept. He picked out two sets of everything and we went back to his car. He asked if he could borrow the Hillman to drive to a gas station to have the tires installed on the wheels.

He left with the other wheel and tire. When he got back he again raved about the Hillman. I offered a trade straight across, but didn’t tell him Betsy hated the Hillman. He narrowed his eyes and said, “Throw in $75 and you’ve got a deal.”

Betsy was the keeper of the May Exchequer and had the checkbook with her. At the time my beginner’s job with an ad agency paid $375 per month. We had exactly $75 in the account, which was half of our rent.

Nevertheless…

Betsy wrote out the check, we exchanged addresses so the pink slips could be exchanged. He drove off in the Hillman and we went back to my folks’ place in the TC. It was XPAG 5767(See receipt.)

My father couldn’t believe the deal we’d pulled off. We had about $100 in the Hillman. I later found a bill of sale in the TC where the guy had paid $450 for it. We drove the new acquisition back to our apt. in Santa Monica where it sat next to our TC for about two months. Pink slips were exchanged by mail with no problem.

We drove the minimum I could borrow. I instantly paid back $75 and put the other $75 back in our checking account for the rent money.

I exchanged some parts off the new car that were better than the ones on my good car. Then I sold it for a tidy profit and bought a “cherry” (remember that word, you old timers?) ’46 Ford Tudor sedan (that’s what Ford called it) with only 5000+ miles on it. I paid off the rest of the loan with a little of the excess I got for the TC. I hate debt.

My father John Ellis Jr. (TC Motoring Guild member some time ago) bought the car used in 1955 in Van Nuys CA. Been in the family ever since. Restored in 2000 by Mike Goodman. Passed to me several years ago.

We acquired our TC last summer from a small town in Ohio. We are also members of the San Diego MG T-Register, the San Diego MG Club as well as the TABC group.

The car was restored about seven years ago but is having some fuel problems (junk in the fuel system) that I hope to address soon.

Ed. note - And I hope it does...
TC Headlamps

Identification and Restoration Tips

It is not uncommon for a TC owner to have incorrect headlamps. Maybe you just bought a car and the headlamps don’t look right or you have a project car with a lot of parts but not sure which lamp is proper. And then there are stepdown rims, cat’s eye lenses, no Lucas medallions, and on and on. Here’s a quick primer on headlamp differences.

The common selection for a TC Lucas 8” headlamp body will be 1 of 3 choices: L-140, M-140, or M-140-1. However, only 1 is correct the M-140. If you put all 3 side by side, it is hard to distinguish them at a glance. Here is a summary of ID features:

L-140: This lamp is pre-war and very close to the TC M-140. Quick ID is made by the type of rim retainer at bottom of the lamp. The L model has a “ribbed screw nut” to hold the rim. And the reflectors have tabbed ears that have to align with slots in the lamp shell to install.

M-140: This is the proper TC lamp. The M model has a chrome “T” retainer clip at the base of the lamp. The M-140 lamp with tabbed ears on reflector

M-140-1: This is a tricky ID as it very close to the M-140 and even has a similar model number. It has the tell tale slot for the “T” retainer just like the M-140. But wait! There is no Lucas medallion in the top of the shell and the base of the lamp is installed on the inside of the shell unlike the previous lamp where the base is external to the shell. This lamp is a later Lucas replacement item.

All of these shells will have external model numbers stamped either on the base or the shell itself. Additionally, each lamp should be date stamped on the rim of the shell. The code 946 equates to Sep 1946. Once the proper shell is determined for the TC, there are a couple of more variances you need to be aware of.

Rims & Lenses: Early TC’s (thru TC1850) had a flat “U” lens with a square profile rim to match. Later TC’s had a domed “cat’s eye” lens. This lens had the vertical LUCAS lettering in the center, not the round Lucas logo. That was a later replacement lens. The domed lens rim also had a more rounded profile rim. Often parts manuals reference the TC headlamp as MD-140, with the “D” standing for “domed”. Also remember, an early rim with a late lens does not fit! Often a stepdown rim is seen. This was an aftermarket item that converted the 8” headlamp to be able to use a modern 7” sealed beam lamp. If you want to convert back to original, you will need the reflector and the appropriate rim and lens.

One final point on the rims. There have been reports that the rubber seal on the reflector is a poor fit. This is not just a rubber problem but a rim problem. The height (thickness) of the rim is not always consistent, particularly with the early lens rim. Variations have been recorded from 1.30” to 1.43” wide. The solution is to use a rubber seal with a different thickness or swap rims.

Once you get all of the components sorted out for your headlamps, what is the best way to restore the shell? The common approach is to just send the to the chrome shop. But now you have a chrome base that should have been painted black. Here’s a tip. Drill out the old rivets to separate the base from the shell. Send the shell for rechrome. (You get a better chrome job with it separate.) Then clean and paint the base black. To reassemble use “threaded rivets”. These have the same head as the original rivet but are threaded for easy install with a nut that will not be seen inside the shell. You do not want to whack a traditional rivet after the $100 chrome job!

There are numerous additional components, to include the TC EXU lamps, which are not discussed here. For a concise listing of such and further information, to include the threaded rivets, please visit the electrical section of the catalog at: fromtheframeup.com .

As always, I welcome comment.

Doug Pelton
doug@fromtheframeup.com
Answers to lamp shell question on front cover l-r: L-140, M-140, M-140-1

Model stamp on the shell of a M-140-1

L140 lamp with tabbed ears on reflector
LAME DUK KUP EVENT

Announcing the XIVIL Lame Duk Kup
(Figure that one out)

Saturday, February 11, 2012

Meet at Wildlife Reserve in Sepulveda Basin,
6350 Woodley Ave., Van Nuys
Meet: 9:30am - Start: 10:00am
Duk flying, Duk racing, Duk concours, and
of course a good meal. get your FREE ducks
at the January meeting, or at the event.

Questions? Gene Olson
805-522-8052 or: olson_g@msn.com

Pick up your free duk at the January
TCMG meeting so you can personalize it.
The first event will be the Duk Concours.
Be creative.

And then be prepared to launch
your duk from a TC for the Duk Flying event. Gene Olson is
demonstrating how it works.

What We Learned in 2011

As reported by Steve Simmons at our
Annual Meeting in December

At our January meeting while playing
Wheel of Misfortune, we learned that
women are not only smarter than men,
they also cheat better than men.

In February at the Lame Duk Kup we
learned many things. We all claim to
be good people, but none of us have
any objection to throwing ducks off of a
bridge… or pushing them down a hill in
a vehicle with no steering or brakes… or
catapulting them through the air toward
a shallow pond knowing full well
that they will probably land on the
sidewalk. We also learned that while
everyone there cheated, the Edgars are
the only ones who managed to cheat
without actually breaking any rules.

At our February meeting we learned that
Malcolm Buckeridge has forgotten more
about British cars than most of us will ever know, and he’s probably
owned more cars than our entire club put
together.

At our March meeting while listening
to Roger Fabrocini’s presentation we
learned that there really do exist smaller
engines than we have in our TCs, but
they are made of plastic. And while

we strive to keep our TCs shiny, there
are people who actually paint fake rust
on their prized possessions.

During April’s meeting we learned from
David Edgar that you can make your own
car parts with a box of sand and a chunk
of aluminum.

At our April Wildflower Run we learned
that even when the flowers are scarce,
Allan Chalmers will still drive down
from Northern California to join us. So,
what was your excuse?

At our May meeting while watching a
video of MGs being built by the factory
in the 30’s, we learned that the workers
there can assemble an entire chassis in
less time than it takes the average Guild
member to get out of their TC.

In June at our annual Picnic Meeting
we learned that there are still people out
there who belonged to the TC Motoring
Guild back in the beginning, and retain
fond memories of the friends and good
times they had.

In July at our cherry picking event we
learned that there were only five TCMG
members who weren’t still full of
cherries from the previous year.

Those now paid up for 2012

Belland
Beveridge
Bundy
Chalmers
Coleman
Edgar
Einhorn
Ellis
Glass
Goldstein
Hendrickson
Kosters
Ludwick
Lutz
McCanne
Olson
Pelton
Reid
Shapiro
Sherwood
Simmons
Sopkin
Thelander
Toth
Wescott
Wills
Wilson, M.
Wong

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At the July meeting we learned all kinds of thing about our fellow TCMGers, some we probably didn’t want to know. Pete Thelander’s hospital bill at his birth was partly paid in potatoes???

At our September meeting / Movie Night We learned that we prefer watching other people shake their booty to lively music than to do it ourselves.

During our annual October conclave we learned that there isn’t a single person among us who is afraid to drive their TC on a dirt road, just to get to where the food is.

At our October meeting / Halloween party we learned that people prefer wearing Halloween hats to costumes, and some of us are actually pretty creative at making them. Case in point, Lloyd Hendrickson had a Lucas power plant on his head!

In November our meeting program taught us that yes, you can legally carry small children in the back of a TC. But you will probably get a ticket anyway, and a well deserved talking to by Joyce Edgar.

But the thing we learned most of all this year was that all you have to do is tell people Linda Simmons is bringing food to a meeting and attendance will double!

This past year the TC Owners Club of Perth, Australia celebrated their 50th anniversary. As part of the celebration the club published the minutes of each fortnight meeting along with personal accounts and photos in a special edition book. The “Black Book” chronicles the club’s first 40 years and it took 10 years to complete. As part of the celebration, Doug Pelton travelled to Perth to attend in October. During that visit, Mike Sherrell, TCOC President, presented a copy of the book with a request that it be hand carried and presented to TCMG as a token of mutual TC spirit and kinship from afar.

In keeping with the request, Doug made the transfer to Steve Simmons, TCMG President, during the Annual Meeting and Party. For those interested in reading this wonderful addition to our club library, contact Steve Simmons. To our Aussie Friends, a very heartfelt Thank You for sharing such a treasure.
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)

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

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