

The Midget Chassis

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



First Class Mail



May 2012



Ron & Bobbie Simon had their annual Passover Seder recently and since everyone was there they took the TC out of the garage and took a photo of all their gang sitting in it. Starting l-to-r is daughter Lisa, Leo, Leah, Aaron, Danielle, Hannah, and Eli. For other photos of kids in TCs see inside.

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The MIDGET CHASSIS May 2012

Published in
Southern California by the
TC Motoring Guild
PO Box Number 3452
Van Nuys, CA 91407

The Classic Chassis is published semi-annually and The Midget Chassis fills in on the remaining months.

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

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President's Message

"I can run a TC just as cheap as you can run a VW," at least that was my brash claim to two rich brothers also traveling to Europe in 1964. They were picking up a new VW Bug from Wolfsburg – drive and ship back to L.A. My budget was \$300-\$400; theirs was their parent's \$1800. More than likely if the TC could last the 5,000 miles in Europe, I was right. I mean consider this:

A VW got at best 25 MPG, so did a TC. Tune-ups, points, plugs, condenser, oil, adjust valves – What, 20 bucks in those days – all done under a shade tree on Saturday afternoon. Few Bug owners serviced their own cars – certainly not Truett and Bruce, and if you did, you must jack up the rear of it, lay on your back with hot oil dripping, and adjust your valves every 6,000 miles, along with torquing two heads, dealer costs \$40 and the hassle of getting it there.

Brakes, just pick up those asbestos liners from Goodman/Moss and hammer on those brass rivets, adjusting the front brakes (the rears were too oil soaked to matter) was just leaning slightly over the front wheels and moving two bolts outwardly. Tires? Only the rich people ran new Dunlop 19x450's. My choice, Mike Goodman's endless supply of used 19x500 Model A Ford tires near his trash bin on the left



David Mathison

Even cosmetics were cheaper on a TC. One 10 degree night in Minnesota fogged up inside with moisture dripping off the side curtains. I backed into a building, damaged a fender. No worries, back to Goodman's in L.A. on Venice Boulevard – a free less damaged fender – my repair with Bondo, respray it in the driveway, and just like new (well almost).

Some 3 years later after putting on 60,000 miles on that green '48 TC, I sold it to my friend, Captain Larry Pate for \$1,200. Now, I'm not an accountant but I know I at least broke even with that TC. Certainly better than those brothers with that new VW. Besides I had a real MGTC, and they were still driving 3 years later – their mother's, now battered, faded white VW. Cheap indeed.

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.

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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 – down-
stairs.

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

**Tuesday,
April 24th**

8:00 PM

My TC College Days

President David Mathison is an entertaining presenter and will go recount his days as a starving college student driving a TC. He will share his ways to stretch the dollar and keep the TC going during VERY cold Minnesota winters.

Don't Miss It!

56th Annual TCMG/ARR Conclave

**September 7-9 at the Narrow
Gauge Inn at Fish Camp, near
the Mariposa Gate to Yosemite**

Room and dinner reservations have to be made by JUNE 1 through Allan or Linda Chalmers at allanchalmers@yahoo.com (or call 415 566 9796).

There are 26 rooms from \$135 to \$168 including 11% tax. Let us know what price room you would like and also what entrée. Room requests are on a first come basis so act with some haste! Please don't reserve through the Inn – we are taking the monies and paying the Inn. We will need payment by Aug 1. See the TCMG website for room description and prices.

Guests may make individual reservations to arrive earlier than Sept 7 or extend their stay beyond Sept 9. Reservations will be on room availability only.



The meal is \$60 per person, (tax and tip included).

MAIN COURSE: Choice of:

Prime Rib & Potatoes
Chicken & Potatoes
Salmon & Rice Pilaf
Pasta Provencal (vegetarian)
Lamb Shank & Potatoes

Entrees include:
Soup or Salad
Seasonal Vegetables,
Sourdough and Wheat Bread
Coffee, Teas, Milk or Soft
Drink

DESSERT: Cheesecake

Is anyone interested in the narrow gauge train ride as an option? Or what about a hike from Mariposa Grove to Wawona (seven miles)? Contact Allan. Please check the narrow gauge inn web site www.narrowgaugeinn.com and the Yosemite Mountain Sugar Pine Railroad www.ymspr.com

TC Tools - The Great Debate



The original tool set seems to be pretty clear cut for the TC. All you have to do is look at a factory picture of the tool set. However, there are some differences depending on which picture you look at. So what is correct and what would an original TC tool set look like?

To chronicle the correct tools for the TC, let's start with the pictures as available from the illustration of tools in the Brown Book on page 7. Although this is the most common reference to the TC tool kit, it is only representative of the very earliest tool set for the TC. The photo was actually taken in 1939. The photo is wrong in that it includes the jack with the wooden handle which was used pre-war and had limited application for other than the earliest TCs. The Brown Book reference also has an extra box spanner compared to later sets.

Another source of tool originality is factory Specifications #259, 1945, sheet #25. It also confirms that a list of pre-war tools was used in 1945 as a starting point for TC tools. This is known because the rubber tool trays were originally listed for the TC but were then deleted with a "pen and

ink" change. The same specs also show only 3 box spanners listed.

The first printing of the TC Illustrated List of Service Parts, June 1946, also shows the pre-war jack. However, the 2nd printing, 1948, Plate V, there is an updated picture of the TC tool set with a new jack with a square cross-section handle (2 parts plus separate tommy bar). Close scrutiny shows a number of other changes, some subtle and some obvious. For example the later photo now only had 3 box spanners.

The quest for the perfect tool set is further compounded by differences in the manufacturer names of Shelley, Abingdon, King Dick, and Dunlop on similar tools and varied markings from none to BSW to BSF on spanners. And what about the length of the handcrank? The TC had 3 different length hand cranks.



The most heated debate often occurs over whether the TC open ended spanners were hex or round jaws. You can make an argument for each depending on which picture is viewed or which original tool set is viewed. But whatever you profess at the gospel for originality with tools, you will be wrong. To illustrate the point, look at the pictures of the open spanners in the 2nd Edition Illustrated Parts. You will see that 1 end has hex jaws and the other end has round jaws. I have to assume that the person who drew the illustration in 1948 is still laughing today at those



who think they know which style was correct. I have never seen a spanner with 1 style jaw on each end. However, I have seen original tool sets with one or the other style.

The most important thing to keep in mind is that there is no exact answer. Whatever the factory had to make a complete tool set was used. Shelley and non-Shelley, round jaw and hex jaw, Enots and Tecalemit and other variations were all used. If you are trying to assemble a complete kit, I would suggest a proper period tool to match the category needed.

If you would like more information on the specifics of each tool and a detailed summary, you can find it on my website: www.fromtheframeup.com look under Tech Tips/Tools.

Doug Pelton

doug@fromtheframeup.com

continued on page 11



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Sparkling Interest in the TC

Doug Pelton's article last month on getting the next generations involved with TCs so interest in them continues to future generations prompted us to show what we were doing to

achieve that goal. Here are photos of member's kids, grandchildren, friends and or neighbors that were submitted. Looks like the TC has a promising future for years to come.



Jon & Susan Hermance from Utah sent in these photos of daughters in their TC. Above, Laura steers while Allison navigates for her blindfolded sister in the 2009 GoF West Lake Tahoe funkhana.



And in this photo they have switched positions. They helped drive the TC as well as the TF (behind the TC) from Utah and most the way back (the crank broke just 85 miles from home).



David & Joyce Edgar's granddaughters check out the TC and have fun.



Anyone else with photos to share? I am saving room in the next issue for more photos. Send them to David Edgar

In addition to the cover photo, Ron Simon also sent in a photo from last June showing Leo who had just started to walk with Dave Simon's TC.



Steve & Linda Simmons have their nephew and niece in the TC above. The daughter of a waitress at our 2008 TCMG/ARR Conclave behind the wheel below.



This TC is a cool car



Another daughter of a friend in the TC while coming back home from the 2006 GoF, above and then Chandler Gorman guiding Linda through the funkhana at the 2009 GoF.



Everyone is giving us the thumbs up sign.



Leo & Martha Pedersen provided this photo of six very enthusiastic granddaughters and grandnieces in their MGTD. They were not sure if a TD qualified to be in our TCMG newsletter but I said all the smiles made it worth it.

Raise your hands if you are having fun!

One Memorable Night on Sunset Blvd

PART TWO

by Phil May

Remember last month? Well, it was May 1963. Very pregnant wife Betsy and I were cooling off from Santa Ana winds one evening and placidly perambulating our TC on Sunset Blvd. I hear lovely engine sounds behind a black split-window Corvette coupe to my left. The Corvette driver appears scared and pulls ahead when the light changes...

What had been behind the 'Vette—its nose literally inches away—was a British Racing Green Jaguar XKSS.

Steve McQueen was driving and grinning as he attempted to goad the 'Vette driver into something. I don't really know what, because while the traffic was light, it was there. A serious drag race wasn't in the cards. Maybe he just wanted the 'Vette out of his way? The split-window got the message and, after pulling in front of me, the driver made a signal to turn off Sunset. And did so at the next street.

McQueen, no longer grinning, was now alongside Tissy—also painted Jag BRG. He was steering on the right, of course, and as he came even, his eyes dropped down to Betsy's very baby-bulbous belly, made more apparent by the drop in the TC's doors.

Then he grinned again, looked up at me, **10** raised his eyebrows and pointed



ahead. As in "wanna go?" Yeah, right. A 1250 cc XPAG against a barely street-legal D-Type Jag? But, what the hell?

I shifted down and floored it. There was no traffic ahead for a couple of blocks as we motivated along. Maybe we got up to 50 mph? McQueen was polite and stayed with us instead of blowing us away. He was laughing. I was laughing. Even Betsy was grinning.

Now you have to understand that even though half of what was under that long hood were legs and feet, Tissy had a great sound herself at about 2500 to 3000 rpm in any gear

when your foot was in it. Sounded much more wanton than she really was. So there we were—me and my new racing buddy Steve, making melodious motor music along Sunset Blvd. in Hollywood. A light stopped us again after about three long blocks. Whole thing lasted 20 seconds at most. Seemed like hours.

McQueen must have had his left signal on, because when the light changed he gave us his best, straight-across, "Wanted Dead or Alive" grin, waved his hand, screeched left and disappeared. All he left behind was the Jaguar's scream caroming off the walls of buildings.



(Looking on the internet I found, amazingly, a black & white picture of McQueen in the Jag that looks almost exactly as it did next to us that night.)

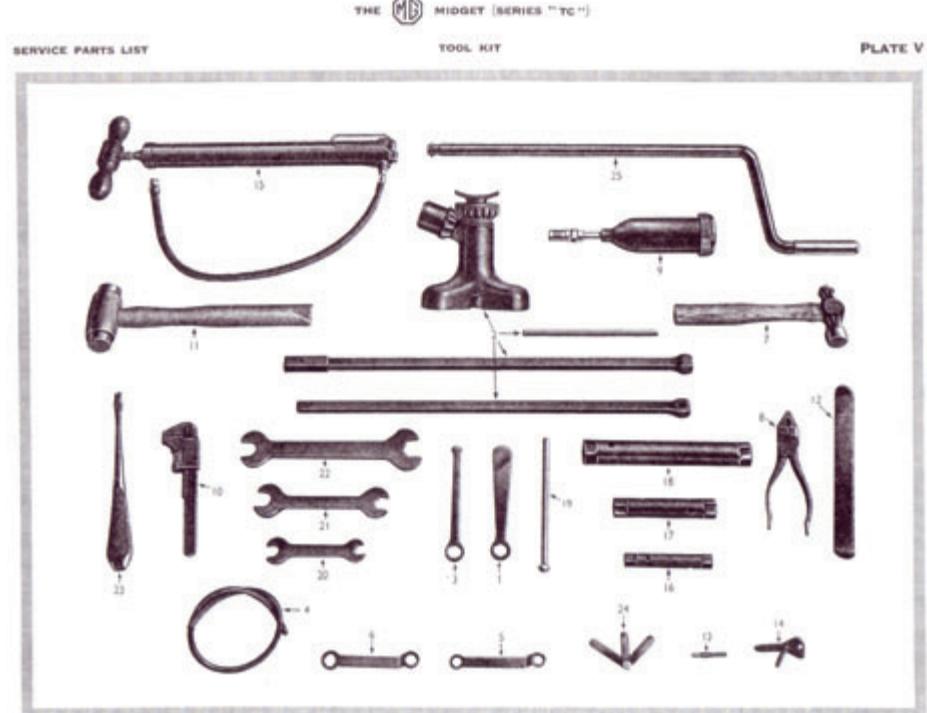
We drove home slowly talking about what had probably been a completely forgettable night for Steve McQueen, but an unforgettable one for us. We both liked McQueen as an actor. I loved D-Types. Double your pleasure, double your fun.



Contact taterry@aol.com,
for details. \$85 each.
Fits Y types also.

Convert your D-Lamp tail lights to LEDs,
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TC Tools - continued



1. Tappet Spanner
2. Jack, Handle and Tommy Bar
3. Spanner for Cyl. Head Nuts
4. Lockheed Bleeder Tube
- 5 & 6. Lockheed Bleeder Spanners
7. Hammer
8. Pliers
9. Oil Gun
- 10 Adjustable Spanner
11. Wheel Hammer
12. Tyre Lever
13. Tyre Valve Tool
14. Distributor Screwdriver and Gauge
15. Tyre Pump
- 16, 17, 18. Box Spanners
19. Tommy Bar
- 20, 21, 22. Open End Spanners
23. Screwdriver
24. Tappet Feeler Gauges
25. Starting Handle

Pete Thelander's Discussion on the MG NE



Pete's discussion on his research on the MG NE was very informative.

The NE model was built for one purpose, to compete in the 1934 Ard's Tourist Trophy Race. It did however compete in earlier competitions mostly for testing purposes and working out bugs before the Ard's race.

What is an NE?

- Special MG model built for the RAC 1934 Ards Tourist Trophy Race
- Superchargers were banned
- Comp Ratio 9.8, greater valve overlap, triple valve springs and larger carburetors
- Light weight alloy body

Behold....the NE

Distinctive features:
Cowling
33 Imp gal fuel tank
Wider fenders
Front fender flair

Seven cars built:
NA 0516 - 0522
(Note chassis nos. are NA - not NE)

Only seven NEs were built, a prototype plus six others. Modified from the NA line, the chassis numbers are NA and not NE.

LCC Brooklands Relay Team

Ladies relay team before, and receiving congratulations for 3rd place finish

The NEs were entered with the LCC Brooklands Relay Team in one race which was a ladies team and came in 3rd place. LCC stands for Light Car Club

Period Photos - NA 0518

H B Shaw - London Exeter Trial, 28-29 Dec 1934

Here is the NE Pete owns shown competing in the London Exeter Trial

My Involvement With NEs

- I purchased NA 0518 in January 1972
- Correspondence with Mike Allison
- Introduced to Malcolm and Andrea Green
- Was contacted by previous owners

Pete explained how he found the NE and the deteriorated condition it was in back in 1972

March TCMG Meeting Minutes

David Mathison began the meeting at 8:20 and proceeded with a joke (which seems to get people's attention and quiet them down). We proceeded to the minutes of the last meeting (which were approved) and the treasurer's report (we are doing OK).

The membership drive to get 2012 dues ends with this meeting and the 2012 TCMG Directory will be put together.

Usual magazines and ads were in our mail which was shared with everyone. Guests included David's brother Mark, and mother Phyllis.

We asked Joe Douglass if there could be enough poppies out this year to make a Wildflower run in the TCs. They were sparse at present but more rain could change things.

Discussion on making up to a \$125 purchase for the GoF West auction was held and approved. George Kershaw will handle getting the item and delivering it for us. Thank you George.



A date for our end of the year TCMG party was brought up. Vintage has their party on the 8th and ARR's party is on the 15th. Art Ludwick has other commitments on the first Saturday so need to consider those dates. We asked if anyone wanted to take the lead in organizing this but nobody volunteered. [Note: that Lucy McCanne has since volunteered]

Regalia Chair, David Coleman, was not present to ask about a missing badge that was ordered. [Note: badge was since delivered on March 29]

We adjourned at 8:45 for refreshments. (Thank you to Fran and Pete Thelander) and so that Pete could set up his presentation on the research he has done on the MG NE model.

Very respectfully submitted by

David Edgar
TCMG Secretary



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 the website at: Gofwest.com for registration info.



Binford's TC For Sale



**1948 TC 6973
XPAG 7797 Pewter / Red**

A lovely old girl that still gives 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, call me at 360-652-0363 or email me at pamg4@wavecable.com

Thank you, Pamela Binford-Grudin

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

Fantastic TC For Sale



**1948 TC 5494
XPAG 6156 Clipper Blue/Biscuit**

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

Contact Lloyd Hendrickson by phone 626-330-0016 or racer404@roadrunner.com [Have patience with emaill, he does not check it often. And include an phone number as he probably would rather call than type.]

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

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