



Published by the TC Motoring Guild, Inc.

**June 2015**

*Santa Barbara  
TCMG Weekend*



The TCMG  
clan poses at  
Moss Motors  
and at the  
motel too

## *The Midget Chassis*

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



**First Class Mail**

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**The  
MIDGET CHASSIS  
June 2015**

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**Greg Stroop — Moss customer for 42 years**

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[gofwest.org](http://gofwest.org)



# Tuesday, May 26th

8:00 PM 

## Mt Wilson History Presentation

The first part of our Mt. Wilson program will take place at our monthly meeting in May. Our special guest is Mike Simmons, president of **Astronomers Without Borders** and founder of the **Mount Wilson Observatory Association**. Mike has given talks to numerous scientific organizations around the world, and this May will be giving our club a presentation on the rich history of the Mount Wilson Observatory which spans well over a century. His talk will include a slideshow of historic images, showing turn of the century vehicles and machines, how an observatory came to a 5500-foot mountain top in 1902, and the many famous people like Einstein and Hubble who made important scientific discoveries while working at the facility.

This is a fascinating presentation and is an excellent primer for our June 6th tour to the observatory itself. Whether or not you will attend the tour, you won't want to miss this program!



TCMG Meeting held at:  
Citibank Community Room  
2350 Honolulu Ave, Montrose  
Meeting room entrance is at the  
rear of the bank – downstairs.



Men, mules, horses, carts & trucks were used to haul hundreds of tons of equipment up a steep nine-mile trail, that had been blasted out of granite, to the top of Mount Wilson. Winter rains would often wash out the route. The trip would take all day and accidents were not uncommon.

## \* Mt Wilson Observatory Tour \*

Saturday, June 6th



Our Mt. Wilson tour in 2007 with us standing directly under the telescope. Same place Hubble, Einstein, Hale, and Carnegie once stood.

The second half of our Mt. Wilson program takes place on with a special VIP tour of historic Mount Wilson Observatory. The day begins with breakfast and a drive up beautiful Angeles Crest Highway to Mount Wilson, where we will spend the morning getting a rare up-close tour of the various scientific instruments at the observatory, many built at the turn of the last century!

Our tour will start at the 100" Hooker telescope, a massive instrument towering 5-stories high and built in a WWI shipyard. Other sites to visit will include the 150-Foot Solar Tower and the 1911 Fairbanks-Morse 50HP Generator which once powered the

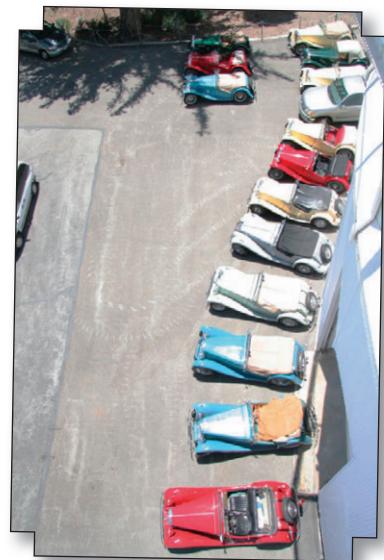


**NOTE: This is an RSVP event!**  
Contact Steve Simmons ASAP if you plan to attend and to get reservations.  
mail@mgnuts.com or (805 area code)  
four nine seven-one nine one one

entire facility and will be demonstrated live for our group! There are modern telescopes as well including the CHARA Array, the largest optical interferometer in the world, which is regularly making important astronomical discoveries.

Cost for the tour is \$12 per person. Young children are not allowed in some areas, so contact us for more information if you plan to bring the kids. Lunch will be at Newcomb's Ranch, nestled high in the San Gabriel Mountains, and our return trip will include an optional short driving tour around Strawberry Peak.

If you like old machines, fun driving roads, spectacular views and good food, this is the event for you!



Drive your TC and park right at the base of the dome. Otherwise you are in the remote parking lot

## Missing Above 3000 RPM

Steve Simmons's TC had been running fine but had a bad leak at the rear of his engine plus the cam was starting to wear bad. So he tore it down to address these issues. Among other things, the distributor was removed as a whole unit and ditto with the two carbs and manifold.

Oil leak turned into a bigger project than expected but only involved the rear of the engine. A roller cam replaced the flat tappet cam.

The engine was then put back in the TC and the distributor and carb assemblies bolted back on. Steve then started the engine and said it sounded great. Idled smooth and seemed to have a little more power at the low end. Steve was pleased. However once he got it above about 3000 rpm it started to miss.

Other than removing and reinstalling the distributor as a whole, the ignition system was not played with. And the carbs and manifold were removed and replaced as one unit and not played with so what could have happened?

The full story to date has been shared on the TABC list and it has brought out some interesting points that we share here. While the whole story is interesting, we will focus on the ignition miss that arose.

Steve first checked and/or replaced, the coil, points, condenser, rotor distributor cap, spark plugs and timing. He checked the carbs as well, even though he was pretty sure that was not the problem. Nothing seemed to fix the miss.

Next, he swapped a known good condenser, rotor and cap from another distributor and the problem persisted. He then put those parts back into the spare TD distributor (with other issues) and installed it into the TC. EUREKA! - that seemed to have solved the miss. So at least the issue is narrowed down to the distributor at this time.

Simple suggestions from the TABC list were:

- Check play in the drive shaft of the distributor.
- Double check cam timing
- Double check valve lash.
- Check advance curve.
- Check fuel filters.

There were also some great suggestions on setting point gap with feeler gauge vs dwell meter and inspecting to see which distributor cam you have as well.

Fact is though Steve's TC ran nicely before pulling the distributor and carbs and it was just a matter of bolting them back on so what could have happened to those units? We await Steve's findings and the answer.

Some of the technical tips worth saving.

Points gap all depends on distributor cam. There were three different cams used: Symmetric, Asymmetric, and High Lift.

While the Symmetric and High Lift look the same, you can tell the difference, from the location of the notch for the rotor, in reference to the cam lobe. The Symmetric and Asymmetric are the 0.010" - 0.012" points gap. The High Lift is a 0.014" - 0.016" gap.

There is also a special mini feeler gauge, sold by Lisle and others, that has small blades, which makes it easier to adjust the points.

Here is something else to look at. The plug wire connection in the distributor cap. Oil can travel down the ignition wires, and pool in the cap. It can affect higher rpm firing.

John Seim, TC 6590  
Irvine, CA



Considering that the points gap is a dimensional surrogate for the required electrical reality of "dwell" (how long does current flow through the coil to create the field), and that the precision of measurement of 0.015" can be no greater than +/- 0.001" (i.e. a maximum precision of +/- 7%) using standard feeler gages, I no longer set points up using the gap.

Rather, I set it up by directly setting dwell at the bench, and then confirming with my dwell meter on the running engine.

Make/copy a 360 degree protractor, mount it on cardboard, and carefully center and glue it onto an old rotor.

Remove the diz and mount it in your workbench vise. Attach your protracted rotor. Configure a pointer with an unbent paperclip. Connect an ohmmeter between the white wire connector and the diz body.

Rotate the diz shaft and measure the number of degrees for each lobe that the ohmmeter shows the circuit is closed. This is the dwell, and should be 60 degrees. You open the points to decrease the dwell, close them to increase the dwell. And all four should be (ideally) the same, but I would think at least within 10% of each other.

Hypothetically one could adjust the points to a precision of 1/360 (0.03%) with a standard protractor, which almost certainly exceeds the precision offered by our 70 year old diz cams.

Geoffrey Broad, TC 1388  
Suffolk, UK

Shown to the left is a mysterious wire many people seem to be missing. Over the years and previous disassemblies, a wire from the distributor to the block seems to get lost or thrown away when one cannot remember where it went.

The wire in question is usually 6 to 9 inches long, and has a 1/4 inch terminal on one end and a 5/16 inch terminal on the other. It does not seem to appear in any wiring diagrams but in the TC and TD parts manuals it is listed as part number X31173 and is called the "Distributor Earthing Wire."

This wire was supplied on the TB, TC and early TD (to XPAG/TD2/20941) because without it there is no really dependable ground connection between the distributor and the engine block. On these early engines, the distributor clamp (micro adjuster) prevents the distributor from rotating in the block, but still allows a certain amount of vibration and up and down movement. There is no really solid, permanent metal-to-metal contact between the two, so it is theoretically possible for the ground connection between them to be broken momentarily. If this happens, the engine will misfire. The ground wire, connected between the distributor clamp bolt and the center camshaft bearing locking bolt, provides a permanent, unbreakable connection.

The ground wire is really only a precautionary measure; in 49 out of 50 cars it won't really be necessary. That fiftieth car, on the other hand, will probably drive its owner batty as he tries to figure out why it won't run right.

Engines from XPAG/TC2/20942 do not need the ground wire because the cotter bolt clamp arrangement used on these later engines holds the distributor firmly in place and provides good metal-to-metal contact.

Norman Golm, TC 4608  
Northport, MI

## Santa Barbara TCMG Weekend



Twenty-two TCMGers participated in the weekend but there were only 4 TCs - Spindler, Loe, Buckridge and Reid (Saturday only). Others had left their TCs at home for various reasons. Simmons brought their MGC and Einhorn brought their classic Mustang.

Breakfast at the Simmons home was spectacular as always and a little time was spent working on the Simmons TC to no avail (engine missing above 3000 rpm after recent internal work being done - see page 6 for details).

Other highlights of the weekend were visiting the Mission Santa Barbara, Native American paintings, Moss facility tour and of course our TCs and wonderful club members having a good time.

Kudos to Steve & Linda for all the planning and work they put into the weekend for us. Hip, hip, hurray!!!



*Brunch at the Simmons - a delightful way to start a weekend tour*



*Photos by Steve Simmons*



*One of the stops was to tour the Santa Barbara Mission*



*Gorden, Curt and Larry became monks for a brief period*



*Crandalls were married in the mission church 50 years earlier, so reenacted it*



*Ron & Diane Spindler at the Native American cave painting stop*



*Lunch stop in the wine country.*



*Tour of the Moss facilities, led by Leif Jacobsen (bottom center on cover photo) was just one highlight of the weekend. Never have seen so many parts in one location before.*



*The ladies say, "So this is where all our TC money goes."*



*Continued on pg. 10*

## Directory Changes

You should have all received the 2015 TCMG directory last month. But there are a few errors and a few omissions. Please make these changes.

**Richard & Sandra Loe** - add 2nd TC  
1947 TC 2735 Gold Seal engine Red / Biscuit

**David Spiegel** - update email to:  
dspiegel1945@gmail.com

Santa Barbara Weekend tour - cont'd



More photos from wine country lunch stop.



Relaxing around the motel



Saturday night dinner together



By TCMG member Brian Sonner



Geoffrey Locquenette & Nelson: On the Road

## Queen's English Car Meet



Malcolm, Gene & Richard by Malcolm's TC

Under blue skies, many British car enthusiasts gathered at Woodley Park for the Queen's English British Car Show on Sunday April 26th. The TC Motoring Guild was represented by the three TC's of Malcolm and Joy Buckeridge, Mel and Toni Appell, and Richard and Sandra Loe. Other TCMG members that attended included Ron Simon, Stan and Esther Belland plus Larry and Kay Einhorn. Gene Olson also stopped by.

Sandra



Stan & Esther Belland share a pickle surrounded by beautiful cars.



Mel & Toni Appell with their TC

Photos by Sandra Loe

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## April 28<sup>th</sup> Meeting Minutes

This month's meeting was held at the home of Dave Spiegel so we could take a look at his MGSA restoration project which is still in the works. Walking up the driveway we were greeted with the sight of the magnificent car. We all pretty much spent time looking it and parts yet to be installed over. A TC is such a simple machine compared to the larger SA.

At 6:30 most were all captivated by the amazing work Dave has done on this SA, but at 7:24 pm Gorden called the meeting to order. We had 23 members and 4 guests attending and the first order of business was to sing Happy Birthday to Joel Shapiro. Joel blew out the candles and we saved the cake eating for later in the meeting.



Joel blows out the candles. His daughter Sharon and her boy friend, Mark stand by.

We progressed onto accepting the minutes of our March meeting as printed in the last newsletter. Treasurer's report was presented and posted for review. Joyce then reported we gained a new member, Kevin & Julie Brinkerhoff from Michigan, which gives us 97 members. Seven were dropped from the 2015 choosing not to renew for various reasons.

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Everyone admired work done on the MGSA so far

### Old Business

Richard Loe reported that our trademark request had received no opposition for 30 days after being published March 25. We can expect the trademark to be issued in about eleven weeks.

The Santa Barbara weekend coming up appears to have 24 attending and maybe 8 TCs. A tour of the Santa Barbara Mission, a driving tour, a tour of the Moss Motors facility and of course gathering with fellow TCers are highlights of the weekend.

### New Business

Scheduled meeting programs Curt has been working on are:

- May - Mt. Wilson history by Mike Simmons to supplement the June 6 Mt. Wilson event tour.
- June - Picnic at Henkels
- July - Sandra Loe on pottery
- Aug - Underwater with David & Terry
- Sept - Movie night at Simon Museum
- Oct - Halloween dinner and games
- Nov - GRAB tour video

Our end of the year party is being arranged in Huntington Beach Dec



So much of the work will be hidden as shown on the left here but the dash facia will certainly catch the eye once it is installed.

Below shows the beautiful patio meeting setting we had.



Three TCs were present. Hema's TC shown to the right (previous owner was Earl Sargent) and Richard and Sandra Loe's TC (and the contender for the Earl Sargent award this year) shown below that. And of course Dave Spiegel had his TC there as well.



Photos by David Edgar & Steve Simmons

Meeting minutes continued on pg 14

**13**

Meeting minutes continued.

We voted to donate auction items to GoF West. Up to \$125 was voted on and Gorden would select items when visiting Moss at the Santa Barbara weekend.

David asked if someone could take photos at our June picnic meeting and send to Jim Crandall for the newsletter. The Edgars will not be here for the picnic or to do the newsletter so help is needed.

Conclave venue discussion was brought up. Mammoth Lake, Cambria or Sequoia were mentioned but still up in the air. Most found the last weekend in September to be a preferred date.

We adjourned the business part of the meeting at 8pm for refreshments and birthday cake. A few minutes later all the lights went out and we

discovered the whole neighborhood had lost power. We waited around to see if power would be restored so we could watch a short video of the SA restoration but it was uncertain when power would come back on. We enjoyed talking among ourselves but finally all said our good-byes and left. Dave said the power came back on not long after we all left. Maybe the threat of all our Lucas electric minds was too much for the grid.

Respectfully Submitted,

*David*

David Edgar, Secretary

## Club Regalia

Note: TClinics  
now available  
on-line at no cost.  
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|                                                                                                    |                                                                             |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| <b>TCMG Car Badge A</b>                                                                            | \$25 (\$30 if mailed) members only                                          |
| <b>TCMG Car Vintage Badge B</b>                                                                    | \$30 (\$35 if mailed) members only                                          |
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| <b>"MGTC Specifications"</b> -What is and what isn't stock on the MG-TC?<br>A "must" for restorers | \$3 members, \$5 non-members, Postage \$3.50                                |
| <b>MG TC Color Specs</b>                                                                           | \$2 members, \$3 non-members, Postage \$2                                   |
| <b>TCMG Photo Puzzles</b>                                                                          | \$15 plus postage (contact Linda for postage cost, design and availability) |



A

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Linda Simmons [linda@mgnuts.com](mailto:linda@mgnuts.com)

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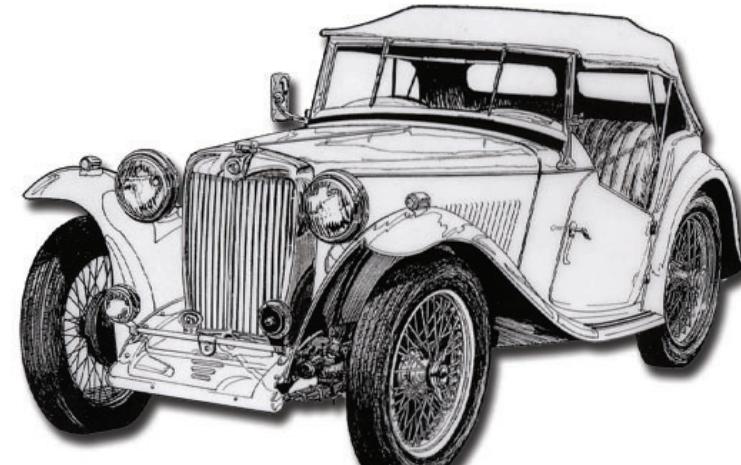
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