

# TC Motoring Guild MIDGET CHASSIS

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**July 2016**

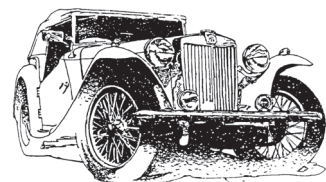


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## The MIDGET CHASSIS

July 2016

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## Curt's Comments



It has been said that "Birthdays are like 'Belly-Buttons', everyone has one!" So, too, do our beloved TCs have birthdays (but not Belly-Buttons.) I suppose that in the same way that a birth certificate was issued upon the birth of each of us, a nameplate was placed upon each of our newly manufactured TCs when they left the MG Car Company production line in Abingdon on Thames, England. Unlike birth certificates, TC nameplates do not identify the date of a car's birth/manufacture. One, therefore, requires access to MG Car Company manufacturing records in order to acquire that vital information. Since the MG-TC was last manufactured in November 1949, and the MG Car Company ownership has, subsequently, moved through many different hands, this would seem to be a very daunting task! Luckily, an organization in Abingdon England has retained those manufacturing data, and they are accessible on the internet. The organization's name is "The MG Car Club Ltd." This club sponsors a web site entitled "T-Register" ([www.tregister.org](http://www.tregister.org)) and the file of interest is identified as "The Register." When a car has been registered, the database will typically contain the following information.

- Original Car ID Number (e.g., TC 4694)
- Original Engine Number (e.g. XPAG 5319)
- Current Owner/Location
- Current Color
- Post-Production Modifications

At the time of this writing, T-Register indicates that in addition to their MG manufacturing records on 10,000 TCs, they also hold subsequent owner records on 6,167 TCs. Original manufacturing data is based upon MG Car Company production records. Subsequent data (i.e., current owner, location, color, etc.) are based upon owner registration of cars through the T-Register web site. By T-Register's own admission, some of those data have become obsolete due to owners' failure to register up-to-date data. I have registered our 1948 TC 4694 with them and encourage all of our members to do likewise.

So, in the same way that I think that people's birthdays are important (and should be acknowledged/celebrated), so too should the birth/manufacture date of our TCs be acknowledged/celebrated! To that end, I have begun collecting the date of manufacture for each of our members' cars (TAs, TBs, & TCs) that are identified in the current (2016) TC Motoring Guild Directory. That information, when published, will allow us to acknowledge such birthdays at each of our monthly meetings. Most of us may already know our car's date of manufacture, but I think that some of us may be surprised. In any event, I am glad that we have someone "who knows their onions" (i.e., T-Register) to keep track of our TC birthdays. It gives us another opportunity to celebrate life with one another! Cheers!

*Curt*

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COVER PHOTO: "TCMG Emergency Rations" by Steve Simmons



## May Meeting Minutes and....

by Sandra Loe

The meeting was called to order at 8:50 PM by President Curt Sorensen. There were 20 members and one guest in attendance. Hema invited Brian Hull, owner of JSB Motors in La Canada. Brian owns a TC. The meeting was hosted by Hema and Janakie Ratnayake at their shop in Azusa, therefore the business meeting was short so everyone would have plenty of time to enjoy the collection of cars.

The minutes from the April meeting were accepted as printed in the newsletter. The financial report was posted by Joyce Edgar. She reported that membership is 97 with one new member.

We were reminded that this coming Sunday, May 29th, will be our annual Cherry Picking drive to Leona Valley. The next meeting will be at Cindy Henkels' on June 21st (one week early due to our regular meeting date conflicting with GoF West which is the last week of June in Oregon.) Joyce reminded us that the other programs for the year are on the website.



President Curt offers a toast to the the impressive Ratnayake motorcar collection.

quick reminder of the Holiday Party being planned for December 11th.

The meeting was adjourned at 9:04 PM giving time for everyone to have refreshments and continue looking at Hema's cars.

Respectfully submitted,

Sandra Loe, Secretary



TCMG members gather for a quick business meeting before rejoining the tour.

## .....Hema's House of Motorcars

Photos & captions by Dave Edgar



1. The Ratnayake family-Hema, Janakie and Ravin, pictured in their Azusa shop; 2. Don McLish with Bullnose Morris-precursor to Old MG #1; 3. Visitors' TC and Morgan with Hema's RR pickup; 4. TC previously owned by TCMG's Dick Miura awaits restoration; 5. 1949 Healey Westland Roadster. Only 46 were ever made, only 6 are in the United States and Hema has two; 6. The oldest Citroen in the U.S.A.







**Tuesday.  
June 21  
7:00pm**

**"Summer Picnic Meeting"**

Don't miss the much anticipated annual picnic meeting at the home of Cindy Henkels, 726 N. Pasadena Ave, Pasadena. **RSVP only if you ARE coming** at 626-793-2813 or [chkitty@sbcglobal.net](mailto:chkitty@sbcglobal.net).

**Bring your own picnic supper...  
Dessert and coffee  
will be provided by Cindy.**

## HOW TO GET THERE

### From the South

Take I-5 towards Los Angeles North onto 110 (Pasadena Fwy) Exit at Orange Grove Blvd. Left (North) on Orange Grove for 2.5 miles Left onto N. Pasadena Ave.

### From the East

Take I-210 West to the 134 and take first exit which is Orange Grove. Turn right on Orange Grove for about half mile. Left onto N. Pasadena Ave.

### From the West

Hwy 134 East to Orange Grove Blvd exit. Take W. Colorado Blvd and turn left onto Orange Grove Blvd. Drive .6 mile then left on N. Pasadena Avenue.



*Bring your TC and park on the driveway.*



*Join hostess Cindy for the 2016 TCMG "picnic of the year."*

## The First Annual TCMG/ARR Conclave

The first conclave was held September 27-29, 1957 in San Luis Obispo, California. The location was The Motel Inn, built in 1923 and credited as the world's first motel. A sign was made to commemorate the event, and all TCMG and ARR members in attendance signed their names upon it. This sign still exists today in the care of the TCMG historian, Don McLish.



## 60th Annual TCMG/ARR Conclave

Don't miss our premiere event of 2016, the Annual Conclave with the Abingdon Rough Riders! This year's event is a special a 3-night celebration from Oct. 6-9 marking the 60th consecutive year we will meet with our friends from the north. Special activities are being planned by ARR, the hosts of this year's event. The location will be The Apple Farm in San Luis Obispo, next door to the site of our first conclave in 1957.

### The Apple Farm



### ROOM RATES

In the hotel itself there are: King rooms (4 available) and Queen rooms (4 available) at \$132.44 on Thursday and \$222.99 on Friday & Saturday.

In the "Trellis" section (next to the parking lot) King rooms (9 available) and "Trellis" Queen rooms (13 available) are \$121.12 on Thursday and \$155.08 on Friday & Saturday.

To book your reservation call The Apple Farm at: (800) 255-2040 and use the Abingdon Rough Riders reservation of #805816.

### THE TRADITIONAL BANQUET

will be Saturday night\*  
Banquet choices are three dinners:

**Farmer's Market Pasta**  
(vegetarian offering) \$32

**Seared Salmon**  
with Rice Pilaf \$40

**New York Steak**  
with mashed potatoes \$40

To reserve your meal contact:

Howard Shempp  
2110 St. Elias Place  
Davis, CA 95616-6627 or  
(530) 758-9713 or  
[hshempp@gmail.com](mailto:hshempp@gmail.com)

\*Security cameras will be strategically placed to protect the club banners.





## Rear Axel Woes

or The Case of the Mysterious Clunk

by John Youens

On a Saturday night back in 2013, I was enjoying driving the TC home from the British Motor Expo on one of my favorite twisty roads. I downshifted and heard (and felt) a big “bang” from the rear axle. At first I thought I might have run over a

small animal, but in the darkness, I couldn’t see anything behind me. The second downshift netted the same effect. I had no doubt about what was happening at that point. Those noises meant that I was loosing gear teeth from either the pinion or the ring gear. I made it the rest of the way home safely by never allowing the car to decelerate with the clutch engaged. The clutch went in every time I let off the throttle so I wouldn’t put any force on the backside of the ring and pinion.

Since we were leaving for the GoF West in Carefree, Arizona before sunrise the next Thursday morning, I had no choice but to pull the differential out of the ’48 TC that I’m restoring and put it into the green ’47 TC driver.

The swap went smoothly, but as I expected there were two pinion teeth lying in the bottom of the housing. So glad they dropped straight down!



We trailered the TC to Arizona as planned, but there was a worrying clunk in the rear end when we unloaded it and started driving. The supposedly “restored” differential from the ’48 had 0.020” backlash, so I wondered if that could be part of the noise.

After returning home, I bought a brand new CNC cut ring gear and pinion, upgraded tapered bearings, and a rear axle oil seal kit from Doug Pelton of the TC supply company “From the Frame Up”. In spite of everyone saying, “you can’t do it”, I bought the necessary gauges and equipment and rebuilt the ’47 differential myself and set it up with 0.007” backlash. Once the differential was rebuilt, I removed the ’48 differential and swapped the rebuilt differential into the ’47.



Amazingly, I still had a clunk in the rear end.

The only components that were suspect were the well-worn spider gears, spider, and spider housing assembly. So, I ordered new CNC cut components of each. Yeah, they just give that stuff away cheaply. :-/ I pulled the differential again, and rebuilt it for the second time, this time with the new spider assembly. There was still a clunk in the rear end. Damn!



I jacked the rear of the car up to inspect the play in the entire system. I had left the emergency brake set, and when I tried rotating the right rear wheel, I noticed that the emergency brake cable rotated a few degrees with the wheel. “That ain’t right!”

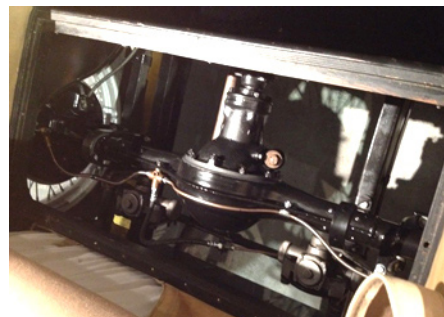
On closer inspection, the rivets holding the brake backing plate to the rear axle housing were wallowing out and allowing the backing plate to move on the housing. I was so glad to find this out in my garage before the rivets failed on the road!

I pulled the differential again, and stripped everything off the rear axle so I could slide it out of the left side of the car. Yes, you read that right. The TC is so low that the frame rails run underneath the axle, and the axle is trapped between the body above and frame below. I drilled out the offending rivets and enlarged the holes with a 45-degree countersink tool so that I could access both the axle housing and the backing plate tube running within the housing.

I spent two solid days welding the backing plate tube to the axle housing. The reason that this took so long is because I would only run about a 1/4” TIG bead at a time and let it completely cool before running another so that I wouldn’t warp the housing. With the welding finally finished, I sandblasted the housing and put it aside for painting the next day.

The next day when I came out to the garage I see that oil is seeping out from under every other rivet in the axle housing. There’s no way I can paint that. I used solvent to get all of the oil out from under the rivet heads, and then put an epoxy fillet around each rivet. Of course every fillet required sanding to get it smooth and ready for paint. By this time, I’m starting to question this whole antique car hobby.

I primed and painted the axle housing, reassembled it, and installed it in the car. It was then that I noticed that the left rear brake wheel cylinder was sticking and full of crud again. This is



when I replaced the brake system. Actually, this was a pleasant task compared to what I had been dealing with, so I went ahead and replaced everything including four new wheel cylinders, new master cylinder, all new brake hoses, and every single metal brake line in the car.

I test drove the car and STILL had a clunk in the rear end! Double Damn! I pulled both half axles and hubs put them in the press and separated them. I found that the Woodruff key on the right axle had worn to the point

that it was starting to crack and spread the hub. (This was impossible to see as the collar that fits over the axle is buried in the outer sleeve of the hub.)

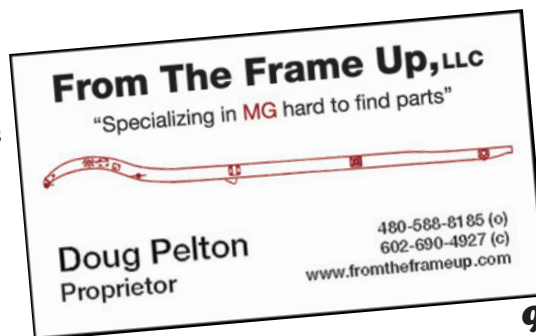


I then bought brand-new tapered half axles and hubs and installed them. At this point, I’m pretty sure that my parts supplier, Doug, was really enjoying seeing my orders show up in his inbox.

Finally, no more clunk!

I told my favorite garage

assistant Nancy that the entire process was about one-third research and learning, one-third actual labor, and one-third worry.



Photos by John Youens and Dave Edgar



## Cherry Run to

Photos by Jim Crandall



Morning orchard parking was easy.



There was plenty of low-hanging fruit



Captions by Jim Crandall



But the really good ones were on top.

## the Leona Valley

and Steve Simmons



Steve always finds interesting lunchstops.

The "most interesting man in the world" joined the Thelanders (Right) and Dave Mathison with mom Phyllis and Joe Douglass with friend Eleanor. (Below)



Thankfully, Steve got us to the orchard early...the afternoon looked like this.



# MG Videolore Online

by Jim Crandall

Have I browsed the MG sites on YouTube lately? Absobloodylootely! Out of dozens of clips I found, here are a few that were informative as well as entertaining. Go to the TCMG website, download the digital version of this newsletter, then just "copy & paste" the URLs beside each graphic below into your favorite browser and in a few minutes of web surfing, your MG IQ will go up a few points for sure.



Filmmaker David Shelburne's impressive video collection on "everything MG" including detailed data on almost every model, interviews with MG notables like Mike Alison, John Thornely and Jean Kimber Cook, as well as history and trivia that every true MG aficionado should know.

Go to: <https://youtu.be/wJv8PJtBvc>



Also produced by David Shelburne, this compendium of data on all of the T Types describes the essential differences between the TA, TB and TC. You will be surprised about what you didn't know about your favorite marque.

Go to: <https://youtu.be/QiQjfTosSD4>



Although many Guild members have visited the site of the original MG works in Abingdon, and the headquarters of the MG Car Club right down the street, this Pathe documentary will take you back in time to 1931 when the "assembly line" was in full swing.

Go to: <https://youtu.be/ZAYIz5BLKm8>



Like many manufacturers, MG went racing to show off its performance abilities. From 1931, MG raced against the best in motorsports and attracted drivers such as Tazio Nuvolari, and George Eyston driving the remarkable MG K3 Magnette which dominated the European circuit with wins over Ferrari (who threw a spanner in the works) at the Mille Miglia.

Go to: <https://youtu.be/U-tybhNNCDY>

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BRITISH SLANG LESSONS by Curt\*

Throw A Spanner In The Works = Screw Up  
Absobloodylootely = YES!

\*Can you find these in this newsletter?



## Club Regalia

'TClincs' are now available online FREE at....[www.tcmotoringguild.org/tech/](http://www.tcmotoringguild.org/tech/)

<b>TCMG Club Badge A</b> .....	\$25 (\$30 if mailed) members only
<b>TCMG Club Vintage Badge B</b> .....	\$30 (\$35 if mailed) members only
<b>TCMG Cloth Patch</b> .....	\$5 (\$6.50 if mailed) members only
<b>TCMG Lapel Pin</b> .....	\$3 (\$5 if mailed) members only
<b>TCMG Lapel Vintage Pin</b> .....	\$3 (\$5 if mailed) members only
<b>MG TC PIN &amp; MG CAR CLUB PIN</b> .....	(inquire)
<b>"MGTC Specifications"</b>	

What is and what isn't stock on the MG-TC?

A "must" for restorers \$3.00 members, \$5.00 non-members, Postage \$3.50

**MG TC Color Specs**.....\$2 members, \$3 non-members, Postage \$2.00

**TCMG Photo Puzzles**.....\$15 plus postage (contact Linda for postage cost, design and availability.



A



B

### REGALIA CHAIR

Linda Simmons linda@mgnuts.com

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## Cartoon of the Month by Brian Sonner



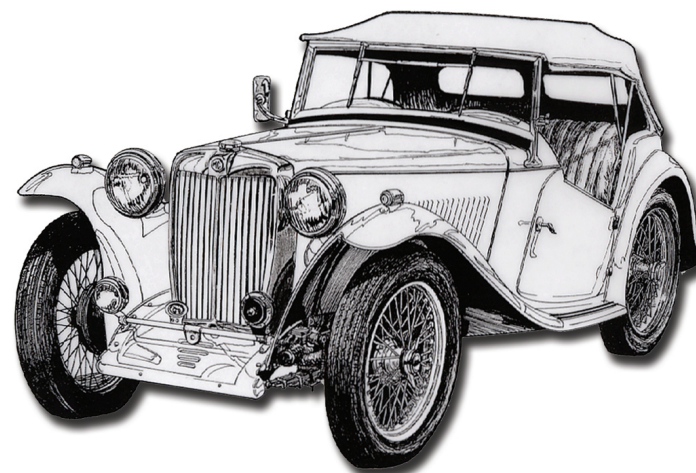
Geoffrey Locquenutte & Nelson: Along the Way



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