

TC Motoring Guild CLASSIC CHASSIS

A Newsletter Published by the TC Motoring Guild, Inc

Editor - David Edgar



Cover photos by Steve Simmons



More Conclave on pages 9-13

**49th Annual TCMG / ARR Conclave
Sequoia National Park
October 7-9**

Upcoming Events

November 20 - VMG Parts Exchange
November 22 - General Meeting - Model Trains
December 10 - TCMG Holiday Party & Annual Mtg.

Inside This Issue

Thelander Chatter	pg. 3
New Members	pg. 4
November Meeting Notice.....	pg. 5
Holiday Party Notice.....	pg. 7
Why Buy a TC?	pg. 15
October Meeting Minutes	pg. 16
Tech Stuff	pg. 18



THE CLASSIC CHASSIS

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TCMG MEMBERSHIP INFORMATION

Annual Membership: \$26 due and payable on January 1st each year for members in zips 90000 to 93300. All others \$22 per year (won't receive local event flyers).

New Membership: Dues plus a \$10 initiation fee.

For more details, see our web page:
(tcmotoringguild.org) or write directly to:

Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020
email: djedgar@pacbell.net

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Club Regalia

"T-Clinics":

Send for a free index of over 50 ways to keep your MG "TC" operating safely and reliably. Each "clinic" is 20 cents. Non-members pay 50 cents for each index. Index is also on our web page:
www.tcmotoringguild.org/tclclinicindex.html

"MG Through the Ages":

MG in pictures, 18" x 24" poster \$1.75 members, \$2.75 non-members

TCMG Club Badge \$25 if picked-up, \$30 if mailed (members only)

TCMG Club Pin \$3.00 if picked-up, \$5 if mailed* (members only)
*(\$3 each after first pin)

MG TC Exterior Color Schemes & Paint

Swatches of Original Colors \$1.50 members, \$2.50 non-members

"MG TC Specifications": A booklet of what is and what isn't stock on the TC.
A "must" for restorers. \$3.00 Members, \$5.00 non-members

TCMG Cloth Emblem \$4.75

(Prices beyond our control subject to change)

Continental US postage included in prices (unless otherwise noted)

REGALIA CHAIR

Bob Wilmer
421 17th Street
Santa Monica, CA 90402
phone: 310-394-5232



Thelander hatter TC

The month of October had two big events for our club – the 49th annual Conclave with our ARR compatriots and the Hallowe'en Pot Luck Dinner and Costume Contest. The Conclave was a great meeting. We went up in several smaller groups from LA plus our Cambria contingent. I guess Fran & I were in what would be considered the main contingent meeting at the McDonald's in Castaic. We had Ron & Bobbie Simon, Steve & Linda Simmons, Gene & Karen Olson, Gordon & Mimi Glass and ourselves in TCs with Dave & Suzie Coleman, Bob & Charlotte Wilmer and Dave & Joyce Edgar in "other" cars. We were joined by Gene & Deana Roth in their TC at the lunch stop in Porterville. At the bottom of the Grapevine, we had left the freeway and found secondary roads the rest of the way to Sequoia. Thanks to Gene Olson for organizing the nice route.

The Wuksachi Lodge was a fine modern facility – quite an improvement over some of the more "rustic" accommodations of the past. We were joined by our members from Cambria: Leo & Martha Pedersen, Clarence & Barbara Weiss and Bob & Nancy McKarney in their TCs. Stan & Esther Belland and new member, Richard Hillman had problems with their TCs and had to send them home courtesy of AAA. Stan & Esther did make it back on Saturday in the Jaguar, but the Hillmans chose to call it a day and stayed home. Kay & Larry Einhorn and Jim & Norma Crandall came in their TCs with the Cambria contingent along with Betty Gaw & Marilyn Maxwell. It was a real treat to see Doug & Ilene Wimer, and their new recruits, the Hermances, even if they did trailer their TCs from Salt Lake City. The weather was just about perfect – a bit chilly overnight, but pleasant during the day. The parks offered plenty of interesting driving roads which we took advantage of on Saturday.

Saturday everyone dispersed to see what sight interested them the most. We enjoyed an early dinner in the dinning room before adjourning to a separate room for drinks and conversations. It was amazing how quickly the nineteen TCs were organized for the group photo Sunday morning. At past Conclaves, this ritual has tended to be more like herding cats. Then it was time to say farewells and head home. All in all, I'd say it was a pretty darned nice weekend. Photos of the festivities are on our website.

The other fun event was technically not an event, but our regular meeting. It was time for the traditional Hallowe'en Pot Luck Dinner and Costume Contest. It was another sterling affair with festive decorations and lots of great desserts. The big winners were those aliens from some far away planet, David & Lucy McCanne. Again, there should be photos on the web site. In the way of business, we did get a slate of nominees for next year's board. Bob Wilmer has the ballots in the mail already. Please get them back to his to tally the results.

Pete Thelander

New Guild Members

Goodness gracious, our membership has taken a jump. All of a sudden we received 5 new members bringing us up to 107 members (maybe an all time high). Please give a warm welcome to these new members

Jon & Susan Hermance

1437 E. 900 So.
Salt Lake City, UT 84105
phone: 801-583-5846
jonathan_hermance@atk.com
1948 TC 7409 EXU XPAG 7892
Crackers & Cream / Tan interior

Jon & Susan were at our Sequoia Conclave this year. Jon is seeking out EXU specs to make sure his is properly fitted.



Mark & Tarcy Hiline

540 E. 8th Avenue
Escondido, CA 92025
phone: 760-839-3884
hineline@ocotillofield.net
1947 TC ???? XPAG (no engine)
no paint or upholstery

Some of you may have heard about Mark already on the TABC group emails. Mark was going to build a TC up from scratch. He has since modified the plan. He bought a bare frame on ebay (still being shipped to him). He borrowed old TC wood to us as a pattern for new wood. He will be looking for more pieces over the years to complete the TC. Below is a picture of door wood and surrounding pieces he has done already.



Bill & Sue Cowan

10830 Peninsula Court
Manassas, VA 20111
phone: 703-393-2868
bill_cowan@wvc3.com
1949 TC 9149 XPAG 9454 Gray / Red

Bill had owned a TC before (was even in the TCMG sometime back in the '70s) but took a 20 year foray into motorcycles. He intends to race this TC and has promised pictures of it after winter storage is over.

Welcome to the Guild

Jane T. Schmitt

1444 Birthright Street
Charleston, SC 29407
phone: 843-766-3822
jhtschmitt@yahoo.com
1949 TC 8237 EXU XPAG 8748 Green / Biscuit

Jane's TC is under restoration. She knows an Army officer brought it over from England. Previous owners were Richard Moore, Don Burnette and Joan Spadorcia. Hey Jane, how about a picture of current TC condition?

Larry & Judy Kazzyak

4610 Camp Daggett Road
Boyne City, MI 49712
phone: 231-582-2917
larrykazzyak@yahoo.com
1947 TC 2516 XPAG 28638 (Gold Seal) under restoration



Purchased TC as a basketcase in 1969. Restored a '52 TD as a driver and still has that. Other cars include a '51 Triumph Renown Saloon, '24 Model T Roadster and a '66 Mustang plus is into antique boats. If you look close in the picture you will see some antique gas pumps on his property.



Tuesday, Nov. 22nd 8:00 PM Model Trains

**Citibank Bank
Community Room
2350 Honolulu Avenue
Montrose**

Enter from the back of the building
and go downstairs.

GPS coordinates: N 34.206
degrees, - W 118.229 degrees.

David McCanne has several other hobbies than the TC. One is model trains and he is quite involved in them. Come on out and hear about this fascinating pasttime. See some of his prized cars and collection. Be amazed that TC parts are not the only expensive things out there.

And as always, come out for some TC chit chat with fellow TC nuts. Ask tech questions and get perplexing answers.

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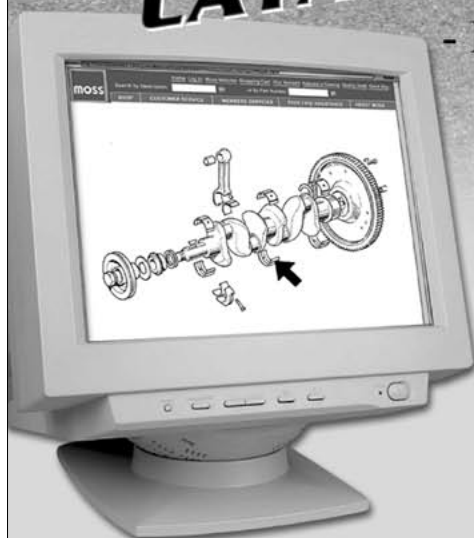
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TCMG 2005 Holiday Party



**Saturday, December 10
Starting at 5:30 pm**

If you like good food, great company, and having a belly full of laughs...save the date, December 10th... Better yet make it a weekend. Golf courses and lots of shopping nearby.

Sunday morning the revelers are welcome to join Dave and Joyce Edgar for breakfast at their home after 10:00 a.m. Sorry about the late start but we go to church at 8:30. You can join us there or meet at the house at 10. You can kick Dave's tires and give him some encouragement in his garage building plans.

**Town and Country Resort
Terrace Pavilion in San Diego**

500 Hotel Circle North
San Diego, California 92108

Tel: (619) 291-7131

Reservations: 1-800-77-ATLAS

www.towncountry.com

The hotel is offering a discount for \$99 one night or \$169 for two nights (tell them you are coming with the TCMG group). Golf courses and lots of shopping nearby.

DON'T MISS IT!

Bring an unwrapped gift for a child.
Donations are going to the
Foster Children's Resource Center

Every year at the Holiday party each guest brings a gift to be given to a charity. This year the toys will be given to the Foster Children's Resource Center. This Center is staffed entirely by volunteers from the Hilltoppers Auxiliary. This Auxiliary is part of the Assistance League of Southern California, a nonprofit woman's organization established in 1919.

The Foster Children's Center provides support and clothing for the foster families of San Fernando Valley - serving about 500-600 families a year. They need new

toys for their shelves - books, puzzles, cars, dolls etc and always teddy bears! Price limit - \$10 - and please bring unwrapped.

Esther Belland is a Hilltopper. She says that every day we are reminded all children smile in the same language - I wish you could be there to see their smiles. Thank you for helping us help them.

(Note: And thank you Esther Belland for all your work in behalf of kids who need a hand and sometimes a hug. Thank you Bellands for taking this year's collection for such a worthy cause.

**Also remember
to bring an
auction item**



Name(s) _____

Please select choice of entrée:

Beef _____

Salmon _____

Vegetarian _____

Total number of dinners @ \$25 each* _____

Make check out to **TC Motoring Guild**

and send to: Joyce Edgar

1454 Chase Terrace

El Cajon, CA 92020

Reservations needed by December 1st

* This is a club subsidized price for members.
Please contact Joyce as to non-member cost.

TC Birthdays

From our TCMG membership roster and on what members report as being their TCs, the MGCC T-Register has furnished us with build dates from MG factory records. Roster data is several years old so newer members will not be in here or an approximate date will show. We have twelve TC birthdays that fall into the Nov. 16 - Dec. 31 time period this issue.



<u>Chassis #</u>	<u>Build Date</u>	<u>Current Owner</u>
TC 1882	Nov. 29, 1946	Art & Sarah Ludwick
TC 1889	Dec. 2, 1946	Richard & Meg Hillman
TC 2014	Dec. 19, 1946	Ed & Dee Koskie
TC 4103	Nov. 19, 1947	Stan & Esther Belland
TC 4314	Dec. 17, 1947	Phil Marino & Suzanne Miller
TC 7120	Mid Nov. 1948	John & Marjory Rode
TC 7149	Nov. 18, 1948	Allan & Linda Chalmers
TC 7175	Nov. 23, 1948	David & Donna Mathison
TC 7383 EXU	Dec. 15, 1948	Joe Douglas
TC 7418	Dec. 17, 1948	Bob & Lori Smith
TC 7410 EXU	End of Dec. 1948	Doug & Carol Pelton
TC 7437 EXU	Dec. 20, 1948	Philip & Cindy May



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Use the form on GoF web site or send the following information with payment: Driver's & co-driver's name, mailing address, email address, phone number, club affiliation and information on MG you are bringing.

Getting to Sequoia was Half the Fun (we think)



Gene Wescott came to our beginning gathering spot dripping oil (OK it was more like flowing oil). Seems the oil filter sealing ring squished out probably due to overtightening. Was a devil to get off but Pete was able to give Gene a hand at correcting the problem. Old filter came off in pieces. Luckily a spare was at hand.

Trouble strikes just beyond the Kettleman lunch stop. It seems that even Stan Belland's well maintained beauty is not immune to TC gremlins. Lack of power was great enough that the Bellands had to return home and get the Jag.

Steve experienced charging problems. The push start became standard practice to save juice. At Sequoia Steve was able to switch batteries with Bill Traill so Bill could charge up the battery. The Simmons also experienced door latch problems and found their door swinging out at speed on the interstate. That certainly woke them up.



New members Richard & Meg Hillman also had to turn back with their TC due to overheating problems. Rick said later that unfortunately the stop was not in time so there was some engine damage. Ouch.



Photos by Jim Crandall,
Steve Simmons, Ron
Simon and David Edgar



And yes there was always reading the map. But when things went right all the problems were forgotten and the joy of getting there in a TC was well worth it.



TCMG/ARR Conclave Grand Line-up



Here is the grand line-up of TCs (actually 18 TCs and a TA) and the even greater line-up of TCMG and ARR members.

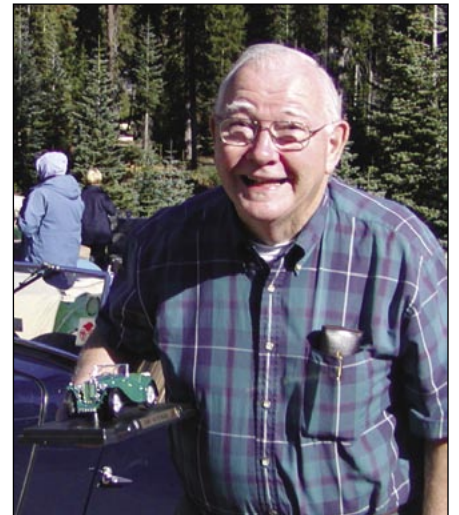
Photos by Jim Crandall, Ron Simon, Steve Simmons and David Edgar



"Didn't we do this last year?"



Come on guys, finish the line-up and let's go shopping.



Dwane (who has made all 49 Conclaves brought a model of his TC for the line-up

TCMG/ARR Conclave Mini Line-ups

The big line-up was Sunday morning but all through the weekend there were mini line-ups when various sub groups gathered and parked for lunch, attraction or a break. Here are a few samples.



At one of the parking lots in Sequoia four TC's lined up to see the trees in that area. A bus load of French tourists then unloaded but instead of first heading over to the giant sequoias, they stopped in front of the TCs to take pictures.

Here are two TCs under the drive through log but I bet they could have gotten three in.



TCMG/ARR Conclave (continued)



Gordon and Gene check under the bonnet.



See what riding in a TC for so many hours can do to you.



Clarence & Barbara all bundled up warm.



The Crandall TC sports badges from 2004 and 1961, the car's first TCMG/ARR Conclave in San Simeon.

Photos by Jim Crandall,
David Edgar, Steve
Simmons and Ron Simon

*Ahh - Nature.
With all those
trees out there
who needs a
modern restroom?*



Gene, Gordon and Fumi look over Gordon's TC (the one with Miata steering, trans, brakes, engine and sheet metal). There are so many Miata parts that it looks more like a Miata than a TC.

Proud TC owners



Conclave Fun Even Without the TCs



"Don't get to comfortable folks, the trees are OUTSIDE."

"Maybe if we held the Conclave in San Francisco the ARR could get more TCs out."



Reliving old times.



Gene—well, just being Gene.



Great friends, wine and TCs

"If we had driven the TC here I would have needed a drink this big."

Photos by Jim Crandall and Ron Simon

Our Porsche brakes worked just fine thank you!

Long distance award winners from Utah.



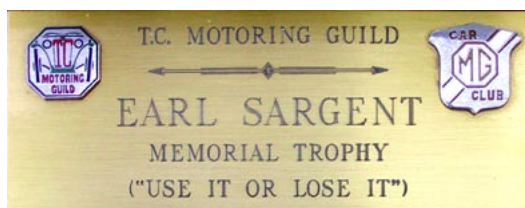
"We rounded the corner and there was ANOTHER one of those big trees!"

Earl Sargent Award

The Earl Sargent Award is given to the member who drives their TC the most on TCMG activities during the year. As of this publication we have had 10 meetings (at 1 point each) and 7 events (at 2 points each and 3 for the Conclave). Here are the standings of the award so far this year.



*Get your TC out
for some fun.*



Appell, Mel & Toni	2 pts
Allan Chalmers	3 pts
Crandall, Jim & Norma	5 pts
Douglass, Joe	6 pts
Edgar, David & Joyce	6 pts
Einhorn, Larry & Kay	6 pts
Glass, Gordon & Mimi	3 pts
Hermance, Jon & Susan	3 pts
Lutz, Jon & Betsy	10 pts
Mathison, David & Donna	2 pts
McKarney, Bob & Nancy	3 pts
Messer, Dick	2 pts
Olson, Gene & Karen	16 pts
Pedersen, Leo & Martha	3 pts
Reid, David	2 pts
Roth, Gene & Deana	3 pts
Schnaer, Harvey	1 pt
Simmons, Steve & Linda	7 pts
Simon, Ron & Bobbie	8 pts
Storms, Rick & Judy	3 pts
Thelander, Pete & Fran	7 pts
Traill, Bill	3 pts
Weimer, Doug & Ilene	3 pts
Weiss, Clarence & Barbara	3 pts
Wescott, Gene	7 pts
Young, Bill	2 pts

TCMG Ballots and Frank Mason Award

Don't forget to send in your ballots for the TCMG Board of Directors (actually we have an Executive Council and not a Board of Directors but your vote will count anyway). Because there are 6 positions and 6 names it may seem a waste but also on the ballot is a place for nomination of a Frank Mason Awardee. Frank Mason was an early TC fanatic who did much to keep the spirit of the TC alive. The annual Frank Mason Award is presented to the club member who most exemplifies the aims of The Motoring Guild in the perpetuation of the TCMG.

Past winners are listed to the right.

1969 Joe Douglas & Earl Sargent	1987 Stan Belland & Doug Wimer
1970 Barney Jackson	1988 Stan Belland
1971 Bill Fulton	1989 Stan Belland & Bob Wilmer
1972 Harvey Schnaer	1990 Stan Belland
1973 Doug Wimer	1991 Clarence Weiss
1974 Bill Fulton	1992 Doug Wimer
1975 ????????	1993 Bob Wilmer
1976 Jack Berry	1994 Esther Belland
1977 Bob Wilmer	1995 Art Ludwick
1978 Phil Marino	1996 Ron Simon
1979 Phil Marino	1997 Bob Goldstein
1980 Barney Jackson	1998 Tony & Cindy Henkels
1981 Barney Jackson	1999 Ron Simon
1982 Doug Wimer	2000 David Edgar
1983 Doug Wimer	2001 Mike Goodman
1984 Barney Jackson	2002 David Edgar
1985 Bob McKarney	2003 Stan Belland & Joyce Edgar
1986 Stan Belland	2004 David Edgar

Why Buy An MG TC?

When asked recently why a relatively young person would buy an MG TC, I was forced to stop and think about how to answer. The basic reasoning behind the purchase was that I have always found them fascinating and beautiful, so when a deal came up that I couldn't say no to, I jumped on it. As with most things however, there is an underlying reason behind the madness and after much thought I believe I have it figured out.

Growing up with an M.G. in the family started my interest in these cars, and despite my parents' pleas I stuck with it. As I began to learn about the history behind M.G. I grew fascinated with the early machines produced by the British automobile industry. I've always enjoyed doing things the hard way so these primitive devices were right up my alley. A fondness for nostalgia and the "good old days" fueled my desire to own something which would allow me to experience a small piece of this era and forget about the frenzy of modern society.

Years later I was fortunate enough to marry a woman who would soon come to love classic British iron as I do. We purchased an MGA and had many wonderful experiences driving it, which led to buying an old YB saloon car and then an MGB GT to replace my modern daily driver. Our collection was complete, or so we thought.

My fascination with early M.G. cars never faltered but I had put any realistic thoughts of owning one out of my head. Imagine my excitement when my wife began to love them as much as I do and suggested we try to buy one! She fell for TCs in particular so we did a bit of window shopping, half joking about buying one on many occasions. A few weeks later we attended our first vintage M.G. event and there we were shown a classified ad by another enthusiast who knew that we wanted a TC. The car sounded good, was local and the price was reasonable. So we decided to take a look and found a car which was red with black as we wanted and seemed solid. It simply

needed to be washed clean of dirt and cobwebs from years of storage. A price was negotiated which was more than fair and far less than many other cars we had previously looked at so we took the plunge and bought it.

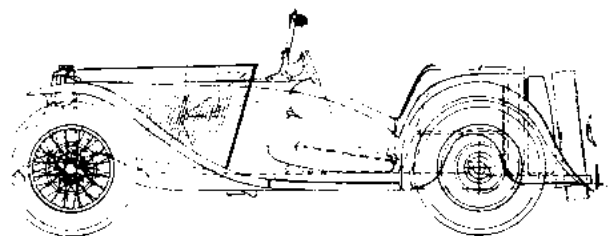
A couple days of scrubbing revealed deep, shiny red paint and it wasn't long before the car was running strong. We had found a real hidden gem! Our first drive was so much fun that I couldn't stop thinking about it for days. Driving this car is like taking a step into the past, when driving wasn't simply steering your automobile towards your destination, but real motoring. In today's world, driving has become a chore like any other task you have to deal with during your day. But in these cars, the drive itself is an adventure.

And this adventure is the reward for whatever it is you have to deal with at your journey's end. It is a way to forget about the worries and stress you see on the faces of the drivers around you and allow yourself to simply enjoy life.

In the days when these cars were new they were of course daily transport like the new cars of today. The MG TC was a true sports car, which made it different from most other forms of transport yet it was still used daily by most who owned them. And while it is likely that by the late 1940's driving had become a chore for many people, I still can't help but imagine that the

task of driving in that time was less of a chore and more a simple escape from the routine doings of one's life. I suppose that's the advantage of not having experienced those days personally... I can imagine them any way I want to!

Steve Simmons
lbcnuts.com



October 27th 2005 TCMG Meeting

After a most pleasant Pot Luck Dinner of lasagna and copious desserts in a most festive conversion of the normally drab meeting room, the meeting was called to a semblance of order by the President. New members and visitors (of which there were none) were welcomed and greeted. The mail was read. Since the Edgars were not in attendance, there were no Secretary, Treasurer or Classic Chassis reports. Likewise, no web site report was heard due to the webmaster not being in attendance either.

Lloyd Hendrickson reported on the programs for the remaining meetings. Folks who attended the Conclave gave reports on their experiences. General consensus was that it was a very nice outing. Joyce Edgar's pleas for signing up for the Holiday Party were repeated on her behalf.

The floor was then opened for nominations for next year's board. Nominees were: Stan Belland, Steve Simmons, Gene Olson, Joyce Edgar, Ron Simon and Lloyd Hendrickson. Bob Wilmer was to send out the ballots. Results to be announce at the Holiday Party.

Respectfully submitted,

Pete Thelander, acting secretary
(and a bad actor at that)



George Kershaw, David & Lucy McCanne, Gene Olson plus Tony & Cindy Henkels pose in costume



What we do best, eat and talk.



Phil Marino came dressed as an Italian. Needs to work on his accent though to be convincing.

Photos by Pete Thelander and Ron Simon



Charlotte acting catty.



Ron Toth and Lloyd Hendrickson



The dessert table before being attacked.

VMG Parts Exchange



All MG Parts Exchange Sunday, November 20th 7:00 am to 1:00 pm

General Admission: \$5.00
Vendor Parking - \$20 first space
\$10 each additional space

LOCATION:
College Park, College of
Communications
2600 E. Nutwood Avenue
Fullerton, CA 92831

For more information - John Seim
949-786-5697 kingseim@earthlink.net
or: www.VintageMG.com



New member Mark Hineline found this photo in Bob Smith's book "How to Restore Sheet Metal Bodywork." Do you suppose this is the way the factory beat out the panels?



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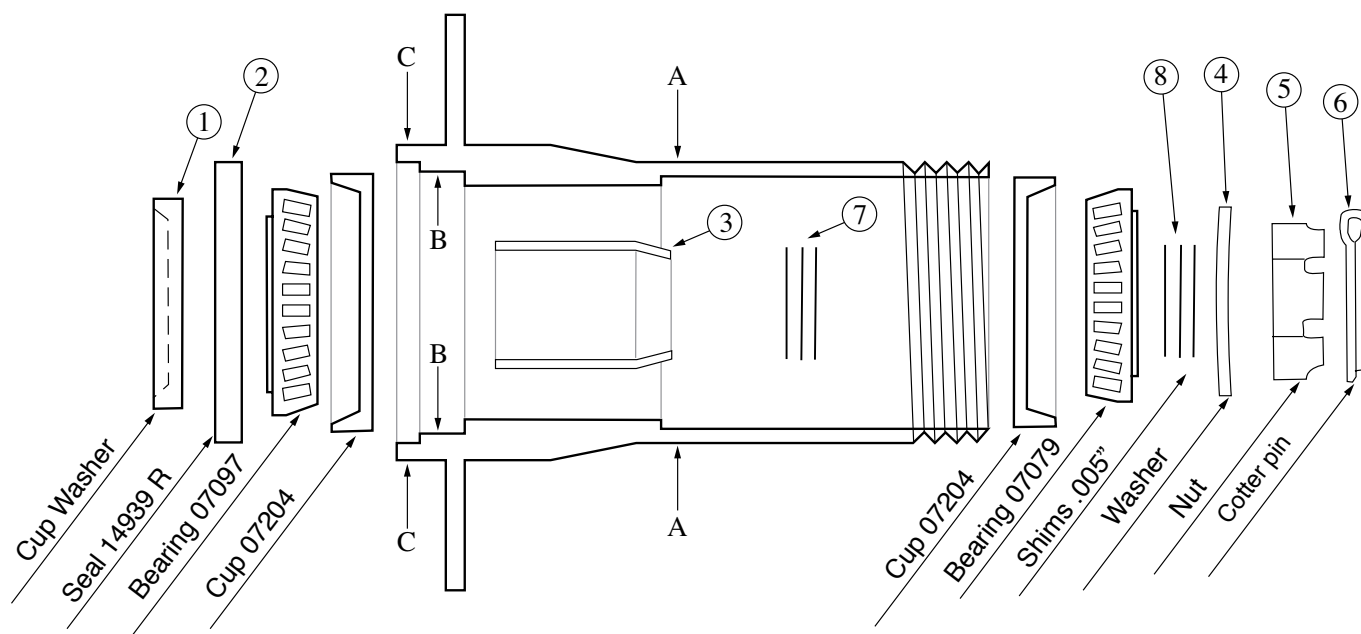
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TClinic

TC FRONT WHEEL BEARING CONVERSION

by Jack Berry



This conversion requires no machine work, it is inexpensive and it gives you exact adjustment of the front wheel bearings. It does take time to get it right though.

1. Retain items marked 1, 2, 3, 4, 5. All other parts will be discarded. Note that item 3 is necessary to add to axle rigidity when assembly is torqued down.
2. The following is a list of parts needed for both front wheels.
 - 4 - 07204 (Timken) cups (bearing race)
 - 2 - 07079 (Timken) bearings (outside on spline)
 - 2 - 07097 (Timken) bearings (inside on spindle)
 - 2 - 14939 grease seals (needed if old ones are discarded (item 3 above))
 - 1 - tube 7212 Loctite cement to secure cups (bearing race) in hub at A-A & B-B
 - 2 - new cotter pins (item 6)
 - Various shims (item 7) as needed to adjust wheel bearing play. $\frac{3}{4}$ " ID x $1\frac{1}{8}$ " OD
 - .005 shims (item 8) as needed to align the nut for the cotter key (item 6). $\frac{3}{4}$ " ID x $1\frac{1}{8}$ " OD(note: shims can be bought at machine shop suppliers, or you can make your own if you have shim stock. MGB shims could also be used)

BEARING INSTALLATION

Before installing the cups be sure to clean all of the grease and dirt from the hubs by using soap and water and lacquer thinner. Any grease will interfere with the holding ability of the Loctite.

If your hubs are worn and the cups go in easily then it will be necessary to use Loctite to secure the cups to keep them from turning in the hub. I have found that some hubs are not worn and the cups will not go in even under considerable pressure. In this case it will be necessary to heat the hub with a torch until the cup will go in with a slight pressure. If it is necessary to heat the hub then the Loctite will not be required. Install one cup at point "A" and one at point "B". The seals go in at point "C". Be sure to install the inside bearing before installing the seal.

Note: If Loctite is used it is recommended that the hubs be placed in an oven and heated to set the Loctite but I have found that it holds very well after it has had time to dry.

BEARING ADJUSTMENT

To adjust bearing play, add shims (items 7) between the spacer and the bearings (.025" is a good starting shim) or remove material from spacer to achieve adjustment when nut (item 5) is tightened (70-80 ft lb). This is done by trial and error. Trim shim OD if necessary if they bind on bearing. Use of a dial indicator may speed the process by indicating existing play. Try to get as little play as you can without any bearing drag when rotating wheel. You may want to install seal (item 2) after all this trial fitting is over.

Once proper bearing adjustment is achieved then add shims (items 8) as needed if necessary to achieve cotter pin alignment at 70-80 ft lb. These last shims do not affect bearing play, only nut slot/cotter alignment.

Make sure concave side of washer (item 4) is facing nut.

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