

January/February 2005




TC Motoring Guild MIDGET CHASSIS

A Publication by the TC Motoring Guild, Inc.
Editor - David Edgar



*Eat, Drink
and be
Merry*

*More holiday
pictures
on page 8*

Jan 25 th	TCMG General Meeting, 8:00 pm	
Feb. 10 th	Midget Chassis Deadline	
Feb. ??	Lame Duck Kite Fly (Date not set as of press time. Look for a flyer.)	
July 11-15	GoF West 2005	

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The **Midget Chassis** fills in on the "off" months

All contributions: articles, letters advertisements, and captioned photos should be sent to:

The **Classic Chassis**
c/o David Edgar
1454 Chase Terrace
El Cajon, California
92020

email:
djedgar@pacbell.net

**Deadline
for next
Chassis
newsletter
is Feb 10**

Thelander
TC hatter



Here we go once more. It is a new year and a new board. (Well, more like just a new mix of the same old folks. I think all the board members have served in one capacity or another before.) It is always an honor to be asked by one's peers to take the helm of any ship-of-state, be it of greater import or lesser, such as our fetish with TCs. The process whereby we end up in these offices is still somewhat of a mysterious deviation of the democratic ideal, and I shall not make any attempt at clarifying it. Let us not get hung up on the details and move forward with fulfilling the obligations of our respective offices and see that everyone is able to enjoy the experience of owning and driving their TC.

I wish to thank the others members of the board for stepping up to the plate and taking on a share of the responsibility of keeping this eclectic group held together...loosely as it may be. I think we are all here because we like the group and what it does. Hopefully we can keep it the sort of organization (and I use that term both figuratively and literally, very loosely) you will want to continue to be a part of. We are already looking ahead to meeting programs and monthly events for the whole year. which will continue to commemorate the fifty years of the Guild.

I know a number of members live in mountainous areas around Los Angeles and southern California. Let us all pray that none of them have been seriously impacted by the record rains that have hit the area over the past few weeks.

So let us get our TCs out and support the events. Having one in mothballs or scattered in pieces is not nearly as much fun as driving it. If yours is in mid restoration, make yourself a promise to keep working at it so that you too can join in the fun of driving a TC.

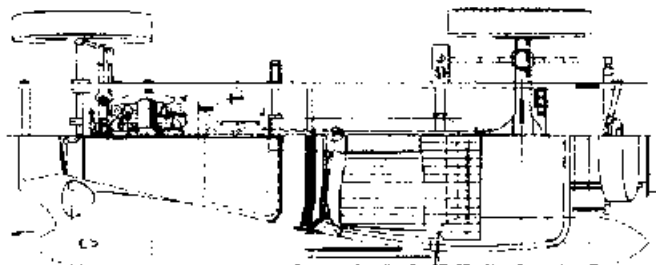
Respectfully submitted by your recycled Fearful Leader,

Pete Thelander

TCMG OFFICERS & CHAIRS

President	Pete Thelander	714-892-0703	pthelander@earthlink.net
Vice President	Ron Simon	310-217-8888	simon90248@yahoo.com
Secretary	David Edgar	619-593-8255	djedgar@pacbell.net
Treasurer/Membership.	Joyce Edgar	619-593-8255	djedgar@pacbell.net
Director	Gordon Glass	949-644-1954	GHGMLG@aol.com
Director/ 1/2 Programs	Lloyd Hendrickson	626-330-0016	racer404@adelphia.net
Event Chair/Ex Officio	Gene Olson	805-522-8052	olson_g@msn.com
1/2 Program Chair	(still open at press time)		
Raffle Chair	Tony Henkels	626-793-2813	chkitty@pacbell.net
Regalia Chair	Bob Wilmer	310-394-5232	
Web Site	Jim Crandall	310-457-3967	jwcrandall@earthlink.net

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from Gene

Well, I completed a year as president and the world did not end (although lately I've been thinking I should start building an ark- too much rain). When Stan Belland talked me into taking the job there was a lot of talk about titles, salary, special perks, TC groupies, and how everyone helps. I quickly learned that the stuff about salary, title and perks was greatly exaggerated, but he was absolutely correct about how much everyone helps. Any time I needed help someone was pitching in to get it done. Even though I am relatively new to the group and

have not always known all the correct procedures you have all made me feel extremely welcome and part of the club. Thank you all for the help. I have enjoyed my turn as president, and I look forward to another year of meetings and activities. This year I get to do Events. Traditionally our first event is the kite fly in late January. I am open to all suggestions. We will discuss events at the January meeting or call or email me. Especially if you know where to find TC groupies.

Gene Olson

TCMG Membership Renewal

Within this Midget Chassis is your 2005 TC Motoring Guild membership renewal form. Please check that information is correct, write your dues check, and then return both to join in another fun year of playing with your funny little TC with us.



Meeting Programs

If you look on page 3 of this issue you will find a list of the newly elected Executive Counsel and other chair positions for 2005. Please note that Lloyd only agreed to be part of a Program team thus the "half" remark. Once our traditional meetings are factored in we really only need to organize 7 meeting programs. As George will put on another Hobby Night that brings us down to 6 programs now. If Lloyd does not find assistance then he may pull out so be a sport and volunteer to help out on this. Contact Lloyd directly at: 626-330-0016 or racer404@adelphia.net. And if you can't help but have an idea for a program that would be most helpful as well.



**Tuesday,
Jan. 25th
8:00 PM**

"Racing an MG NE at Watkins Glenn"

Come welcome your new TCMG Executive Council. They have many, many exciting new ideas for 2005. Following the business part of the meeting Pete, our new president, will switch hats and will give a slide presentation on Vintage Racing activities this past Fall on the East Coast when he took his NE back to Watkins Glenn.

**Citibank 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.



Master Cylinder Nut Socket

For 30 years I have used a plumbers socket that I happened to have in my tool box when I first had to do remove that hard to reach MC nut. It's nearly 4 inches deep, 1 1/4" on one end and 1 1/16" on the other. It has handy holes drilled in the sides so you can use a bar to get leverage. It's available at most hardware stores and quite inexpensive.

Bob McKarney

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Two New TCMG Members

Please welcome our newest members to the TC Motoring Guild Please make the addition to your directories.

John & Marjory Rode

26 Country Club Lane

Briarcliff Manor, NY 10510

phone: 914-762-9566

idle-hour@att.net

1948 TC 7120 XPAG 7841 Cream/ Green

John writes: I have owned the TC for just under six years, but I have wanted one ever since 1956, when I acquired a TF1500 (a much better car for me then, as it was my sole wheeled transport!) which, as the biblical saying goes, begat an Austin-Healey 100-6MM, an MG-B, three Alfas (two spiders, one GTV), a 246 GTS Dino, TVR 2500M, 1958 Corvette, Miata, plus a number of less pedigreed "motors", two wheeled and four. And I only regret not buying the A-M DB 2/3 drophead, although that one was really rough.



TC 7120 owned by John & Marjory Rode

Pelton Doug & Carol

3754 East Nance Circle

Mesa, AZ 85215

phone: 480-361-6063

DougPelton@cox.net

1948 TC 7410EXU XPAG 8023 Cream/Red

1949 TC 7670EXU XPAG 8337 Red/Tan

Doug bought TC 7670 in 2003. Previous owner was Edgar Barlow from Sanborn, New York. TC was last run in 1972. Doug then bought TC 7410 in 2004. Previous owner was William Coonley from El Paso, Texas. TC was last run in 1993.

Both TCs as you can see in the pictures are apart and are missing pieces. Doug is restoring the '48 to be a show car and is shooting for completion this summer. The '49 will be his driver.



TC 7410EXU soon to be show car



TC 7670EXU will be Doug and Carol's driver. Note unique rear suspension. Actually Doug bought a differential assembly from Mike Goodman some time back so now looks a little more normal.

Welcome to the Guild

Classic & Midget Chassis Goes Digital

Wouldn't it be nice for the club to not have to worry about newsletter printing costs and postage? Wouldn't it be nice to not have another newsletter cluttering up your house and then not be able to remember where you put it when you want to read it? Wouldn't it be nice to pull up old issues with a couple clicks on your computer? Wouldn't it be nice to have more color in the Chassis?

Well we are going to try going digital this year and achieve all the above. With this issue you now have the option of going to the Guild's web site and pull up a color version of this newsletter. Once we all get the hang of this it is hoped that we can eliminate the printing and mailing of future issues to most of the members. Right now we are in transition so will do both. We will continue to print and mail to die

hard members who really want hard copy and also to those members who have no computer access. We hope you embrace the wave of the future.

To download this issue in living color, go to our web site and look for the newsletter link (www.tcmotoringguild.org). Just follow the instructions there to download onto your computer and view. Because this is new to us and in transition please let me know if you find glitches in the process and we can then work them out. Contact David at: djedgar@pacbell.net or 619-593-8255.

Below is a great story by Stan Belland on newsletter landmarks. He actually wrote it for another purpose but this cut down version was perfect to show how we progress with technology. Enjoy!

What a year for the old TCMG! We turned 50, got up to 100 members and the venerable Classic Chassis decided to go digital. Truly a historic decision. I did a little research and found that this sort of turning point is not unprecedented.

In December 1330 B.C. the TK (Tutan Khamun) Chariot Guild decided that the recent development of papyrus was not just a fad and that their newsletter, the Two Wheel Tattler should switch from publishing on stone tablets. The hard working editor, Seti ("Set") Khephren reported that while he didn't mind carving them, now that there were 100 members, delivering 100 stone tablets around the desert was taking too much of his time away from work on his pyramid. Members of the TKCG enthusiastically agreed and thanked Set for his backbreaking labor.

In December 1436 A.D. the TSOG (Teutonic Sporting Oxcart Guild) concluded that Gutenberg, (that crazy old geezer from Mainz with the moveable type) had a good idea and that the club's newsletter, The Sports Cart Blogger should henceforth be printed. The hard working editor, Siegfried ("Ziggy") Poyntundschutz said that with the membership now at 100, hand-copying the SCB every month was getting to be a drag. He was at the time trying to finish restoration of his 1348 ox cart and while he had the chassis and running gear done, he couldn't find parts for the left ox. '38 oxen were no longer being made and although Philus Marinus was making them, imports from Rome were slow in arriving. Everyone in the TSOG enthusiastically agreed and offered Ziggy their thanks and congratulations for his years of hand copied SCBs.

Stan Belland

TC Happy 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 but here are some TC birthdays for January and February.

<u>Chassis #</u>	<u>Build Date</u>	<u>Current Owner</u>
TC 2055	Jan. 1, 1947	Len & Wendy Johnson
TC 7517EXU	Jan. 5, 1949	Jim & Jan Sullivan
TC 7621EXU	Jan. 13, 1949	Stan Lucas
TC 4543	Jan. 15 1948	Bob & Nancy McKarney
TC 4681	Feb. 2, 1948	David Reid & Terry Schuller
TC 7915	Feb. 15, 1949	Alan & Karen Moote

Interesting that they were building on New Years Day. The company was under pressure to get cars out in order to survive.

To Be Young Again

Here are two messages taken off the internet that pertain to our TCs.

Well, listers it is a nice 17degree F day here in the Midwest area of Illinois with a wind chill way down there below 0. I decided to change the oil in the TC and wanted to warm the little beast up first, so fire her up, and top down, out we went. Well, I did do this in 1954 with my first TD and survived, so what the hay lets try it today. This was fun at 20 years old but that was fifty years ago and time has wreaked its havoc on this old body. Two miles down the road I gave it up and headed to the barn, I darn near froze to death and the TC didn't get the water or oil above luke warm. Warmed it up in the garage and aired the place out then changed the oil. I still have fond memories of a seat full of snow on a windy night with the side curtains on and a heater that warmed my left toes not to mention no defroster. It didn't bother me a bit, cause I had a neat foreign sports car compared to my buddies family sedans. Ah, to be young, hail and hardy again. (or was that mind numb?)

Dale Livingston, Catlin, IL, TC 9749

This was originally written referring to exercise, eat the right foods and 'live right'. I modified it for the list. Hope you enjoy.

Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, Brooklands wheel in one hand, left hand on the shifter, body thoroughly used up, totally worn out and screaming "WOO HOO what a ride!"

'Drive 'em 'til the wheels fall off'

Paul Huck, Birmingham, AL, TC 9912

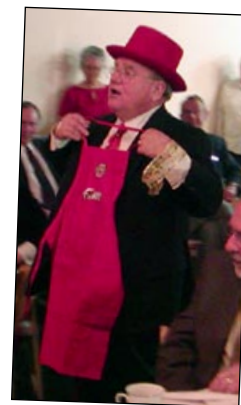


More pictures (in color with captions) can be found in the Past Events section of our club web site: www.tcmotorguild.org



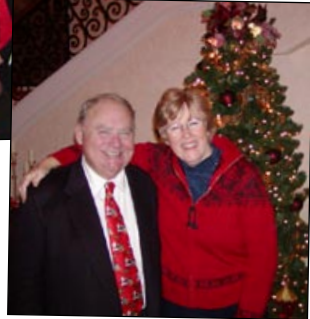
2004 TCMG Holiday Party

What a grand time we all had getting together. The Ludwick's new home was a most wonderful setting for the festivities. Thank you one and all for coming out and adding to the charm.





Thank you again Art & Sarah for opening up your amazing home



Donated Toys Bring Great Joy

The toys donated at the Christmas party were given to the Foster Children's Resource Center (FCRC) which is run entirely by volunteers from the Assistance League of Southern California Hilltoppers Auxiliary. FCRC in cooperation with the Los Angeles Dept. of Children and Family Services provides support to San Fernando Valley foster families by offering new clothes including sweats, school uniforms, jeans, jackets - basic necessities for foster children from infancy to 18 years.

After spending time with each child, picking out just the right size and color, the last stop is the toy section where they

may pick out a brand new toy, book or game to take home with them. This is the frosting on the cake, especially around the Holidays.

I delivered all the gifts from the TCMG party and put them on the shelves. The next day we took care of 20 children at the Center. I wish you all could have been there with me to see the smiles and get the hugs from these kids. Thank you on behalf of all of them.

Ester Belland

TCMG Awards

Two awards were presented at the Holiday Party. The Frank Mason Award went to David Edgar for the club member who most exemplified the aims of the Motoring Guild in the perpetuation of the TCMG in 2004. And Gene Olson received the Earl Sargent Award "Use It or Lose It" for driving his TC on the most club events this year. Congratulations to both.



TC Keys

Recently there was an interesting discussion on the TABC email group about keys for our TCs. Here are several of the messages.

The TAs, TBs, & most of the TCs had a MRN series key with numbers from 1 to 50. Some of the later TCs had a FA series key with numbers from 501 to 599. I have also noticed that about 1/3 of the TC PLC ignition switches that I have restored have MRN 50 as the key. My TC/0911 has a MRN 50 key & it is original. There are also some of the TC MRN numbers that I have never seen.

Most of the original TD PLC switches that I have seen have the FA series keys.

Craig Seabrook, TC/0911
Whitworth Shop, Novelty, OH



Ed Note: I have the ever popular MRN 50 key as well. But unlike Dan's loose switch I could not get any other modern key to turn, even with some jiggling. Would be interesting to try other TC keys though.

David

The letters "FA" (or "FS" or "MRN" etc., etc.) tell the man who is cutting the key the PROFILE of the key. So the first thing he will know about your key FA580 is that it is in the "FA" range of profiles. The "580" then has to be decoded by looking it up on either microfilm or computer to tell him the five (I think) digit code indicating the depth of the cuts e.g 13233.

JOHN JAMES TC 0750
(Key number MRN50)



My high school senior class had 5 T-types (3 TCs & 2 TDs). Any of the five could be started with any key. The keys were slightly different, but the MGs weren't very particular. My TC is still pretty easy. Last October it won an award at the Fallbrook (San Diego) British Car Day, and I was asked to drive it up for the trophy presentation. Alas, my son had left the show for a while and took the key with him. What to do? Remembering my high school days I tried the door key for my Corvette. It worked fine with just a little jiggling. Probably the first MG to win an award with a Corvette key dangling from the dashboard!

Dan Harmer
San Diego, CA
'48 TC

November 23, 2004 General Meeting



Our usual coffee makers were not present so Harvey gave it a stab. After about a half hour Phil decided it was not working so tried to see what he could do. Coffee finally was available.



Traffic was terrible on this night for those coming from the South. People that did make it were a little road worn and we hope not too many gave up and turned away. Our meeting began at 8:08 pm and we promptly went to the treasurers report. Joyce reported that we had \$6,686 however of that only \$2,518 was available and not budgeted for other expenses. She also reported we had 53 signed up for the Holiday Party as of that night and there was still time reserve a spot.

Minutes of the October meeting were in the newsletter for all to read so were not read at the meeting. No corrections were noted.

Misc. mail was read by Gene.

We recognized Ernie Page from Scotland as being present and credit him with the Long Distance Award for the night.

Programs - Tonight Pete has a presentation on the celebration of the Col-



Ernie Page gets the long distance award with his visit from Scotland. Here he talks to Joyce about motorcycles.



Larry Haile, Tony Henkels and David Coleman look at the mail bag before the meeting begins

lier Cup race of 50 years ago in the streets of Watkins Glenn which he attended with the NE. Following will be some pictures from the Al Moss HCT this last October. Our December meeting is our Annual Meeting and Holiday Party on December 11.

Gene mentioned that he was considering a trip up the Angeles Crest Hwy on Sunday (Nov 28). Asked if anyone was interested in tagging along. Also could work in the Jumping Festival (horse jumping) and Car Show. Talk to him at break if your are interested.

David asked who we should consider for the hard luck award this year. It is given to someone who has experienced a major set back with their TC. Only breakdown on a Guild event we could remember was Mel Appell's spark plug wire falling off. Hardly catastrophic. We joked that we should give it to Jay Call for ending up in the hospital on the Desert, Route 66 Tour this year. As no major TC breakdowns were recalled we decided to not award it this year.

There was no other business and we adjourned the meeting at 8:25 to let Pete set up his presentation.

Meeting adjourned.

Minutes taken by Secretary

David Edgar



Gene Olson's TC master cylinder costume was left over from last meeting. Here Phil looks it over to see if it can be salvaged by resleeving it.



Gene, Ernie and Harvey talk TCs.



Ann gets inquisitive with Pete's video set up.

For Sale

1949 MGTC, Chassis TC 3840

British Racing Green with tan interior. 1500cc engine. Restored in 2004.

Less than 200 miles since restoration Selling because I need the space in my garage. Please help.

Contact: Philip Ellman 805-496-6550



How About a New Steering Unit?

MG TCs are fun to drive but sometimes it takes considerable effort to have them go where you would like them to, and to keep them in the right lane. Although most owners of a TC would never think of changing the steering, those who have installed the Datsun steering unit have only praise for the way the car handles with it.

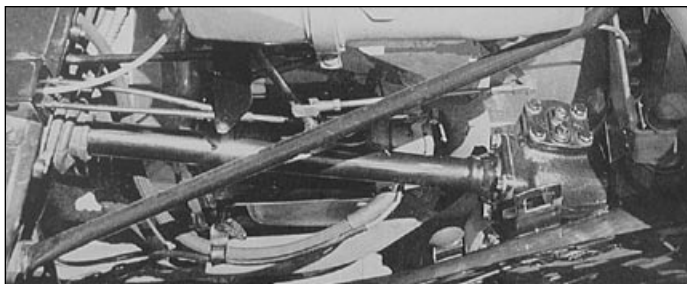
In addition to being able to control the car better at high speeds the problem of broken sector shafts and broken pitman arms seems to be eliminated. Also supposedly the installation is not difficult and can be performed by just about anyone. Whoever made that statement obviously never installed one or had any experience with my mechanical skills or should I say the lack of them.

However with a definite goal of no longer having nightmares about broken sector shafts and pitman arms, and with high hopes of driving at speed (40 m.p.h. for me) and not wandering all over the road, I purchased from Bob Alley a complete Datsun steering unit that had been converted for use on a TC. Bob is a commercial pilot and finds the units and then has them converted to fit the TC along with the adapter spacer and the nuts and bolts. In other words you get everything you need for the installation. Also you can call Bob as many times as necessary for advice and believe me I did.

I met Bob at this years Swap Meet to pick the unit up, and when I got home I began to think "OK now that I have it how do I get it into the car?" It looked like a formidable task and one that I took on possibly a little too quickly. Ron Simon, who is my mechanical guru, came to my rescue and graciously offered to help me install it. I decided to take Ron up on his offer, but before asking him to come over,

I decided to try and remove the old steering unit myself.

The first thing you have to do is remove the steering wheel and then the clamp holding the steering column up. After unfastening the two nuts to accomplish this I was already gaining confidence in my mechanical skills. The next step requires you to separate the pitman arm from the cylinder at the end of the drag rod. The two are secured by a part consisting of a ball at one



end which fits into the cylinder at the end of the drag rod and the other end of the ball becomes a tapered threaded bolt which goes through the pitman arm with a pressed fit and then is locked down with a castellated nut.

Good lord!!!! I had never even heard of these items. How was I ever going to accomplish this? I had been assured that it was an easy task to separate the pitman arm from the bolt. You remove the nut from the end of the threaded bolt and then take a hammer and place it on one side of the pitman arm and then with another hammer give 3 to 4 good whacks on the other side and like magic the bolt which is pressed in should easily separate. The key word being "SHOULD".

I had also been told that The ENTIRE JOB of removing the old steering unit and installing the new one should only take about 2 to 3 hours. There's that word "should" again. Well after 3 hours I am still struggling to get the pitman arm to separate from the threaded bolt which is pressed into it. After hitting it maybe 100 times I began to think that if this pitman

arm hasn't broken by now it probably never will so why replace it?

The answer to that question was easy I had already bought the replacement, but the old one seemed awfully strong. Finally a trip to the auto parts store and with a separator in hand (a giant fork costing about \$9.00) the pitman arm finally gave up and separated from the drag rod, but it still refused to give up the threaded bolt which was pressed into it.

Once this happened though it was easy to remove the old steering column, box and pitman arm and spacer from the car. The steering box is secured by one nut and bolt to the spacer which you loosen and then after removing the 3 nuts and bolts holding the spacer to the frame, separate the spacer from the frame and the steering box and then withdraw the steering column, box and pitman arm from the car by maneuvering it between the headlight and the radiator.

At this point it was time to sit down and have an ice cold drink and say to myself, "Wow I did it". Right about now my dog got the idea that the old steering column was an early Christmas present of a gigantic bone he could chew on. By the way once you have gotten this far it is also a good idea to remove the starter and have it serviced which I did because once you get the new steering unit back in the car it is a bear to take the starter out. I decided to take the easy route and do it now.

At this point my curiosity took over and even though I was replacing them I had to find out whether the old sector shaft or the pitman arm had any cracks in them. A quick trip to the machine shop and \$10.00 for magna fluxing revealed the answer.

No cracks. I was then advised that x-rays might reveal a crack that the magna fluxing failed to. So for those of you who intend to keep your original steering units, take the time to have the sector shaft and pitman arm tested. You don't have to remove the steering column from the car to do this and can unfasten the sector shaft from the pitman arm by undoing one bolt and nut and after taking the top of the box, lift the sector shaft straight up and out. You will

have to separate the pitman arm from the threaded bolt, and as I stated previously get a separator to do the job.

It was now time for me to install the new steering and I called Ron Simon, asking him to come over and help me. Let me say this up front. Taking the existing steering out of the car is not difficult, but getting the new steering in the car is. It seemed that no matter what Ron and I did, there was always another part on the car that had to be loosened and moved to get the new steering in. You just don't have any room to work in.

The adapter or spacer plate, which in my unit consists of two parts, is fastened to the frame in the same three holes that the old one was by three nuts and bolts. However the steering box is secured to the new adapter with three nuts and bolts rather than one like on the old one. Well after struggling and cursing for 4 1/2 hours the job was done.

I know by now you all must be wondering whether it was worth it. The answer is unqualifiedly YES. If you really want to know about the change the new steering unit makes in the car take a look at what they say about it on page 104 in Michael Sherrill's Book "TCs Forever".

I relied on the following people who must have had the patience of Job to deal with my never ending list of questions.

First and foremost RON SIMON who is as good a mechanic as I am a bad one and without whose advice and help on the job I never could have done it.

Bob Alley who sold me the contraption and was always there to answer my questions over the phone. (916) 624-1943

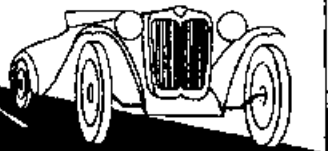
Jerry Felper of British Auto Electric, (714) 279-8082, who serviced the starter and is a fountain of information about these cars.

Skip Kelsey (925) 846-1309 and Laurie Alexander (530) 798-1993 both of whom also sell the Datsun steering boxes and freely gave of their time and advice.

Mel Appell

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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
U.S. postage is included in prices (international postage is extra)

REGALIA CHAIR

Bob Wilmer, 421 17th Street, Santa Monica, California 90402 Ph. 310-394-5232

TCMG Membership Information

Annual Membership: \$26 due and payable on January 1st of 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 (www.tcmotoringguild.org) or write directly to our Membership Chair:

Joyce Edgar

1454 Chase Terrace

El Cajon, CA 92020

email: djedgar@pacbell.net

J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group)
with offices and claim facilities in principal U.S. cities.
1 (800) 345-8290 (610) 853-1300

Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

Phone Number () _____

1. Operator License Number _____ Number of Antique Autos owned _____

2. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) _____

3. Total Annual Mileage: Club Functions _____ Other Purposes _____

4. Name of antique or car club to which you belong _____

5. List modern cars used for daily transportation (owned) _____ (or company cars) _____

6. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____

7. Has rated horsepower or other specifications been changed? Yes _____ No _____ If yes, explain: _____

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00

☐ Uninsured/Underinsured Motorist—Rates as required by your State. Car 1 \$ _____ Car 2 \$ _____ Car 3 \$ _____

☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00

☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

Physical Damage

☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older

☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
(Note—Collision is not written as a singular coverage but is available with Comprehensive.)

☐ Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.

☐ Physical Damage (Collision)—\$0.70 per \$100 of amount of insurance for each vehicle. Less than 25 yrs.

9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

ANTIQUE AUTOS TO BE INSURED

We Require: 1. PHOTO of all vehicles listed 2. APPRAISAL for each vehicle valued at \$20,000 or over

Year	Make	Body Type Series or Model	V.I.N. (Vehicle I.D. Number) Serial or Motor Number	Present Valuation (Amount of Insurance)
1.				
2.				
3.				
4.				

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.

If you are a resident of FL, PA, or NJ, send copy of regular car policy.

NOT AVAILABLE IN ALL STATES

Signature: _____ Date: _____

Note: Your insurance will become effective upon payment of the entire premium, acceptance of the risk and compliance with all state specific laws and regulations. Please sign and forward with your remittance, payable to:

J.C. TAYLOR ANTIQUE AUTO INSURANCE AGENCY, INC.



320 South 69th Street
Upper Darby, Pennsylvania 19082
1 (800) 345-8290 (610) 853-1300



The Midget Chassis
David Edgar, Editor
1454 Chase Terrace
El Cajon, CA 92020



First Class Mail

