

TC Motoring Guild MIDGET CHASSIS

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



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

First Class Mail



For those of you who missed it or didn't recognize the TC, Moss Motors used Larry Long and his TC in their latest MGT Parts & Accessories mailing. The shot above is from inside page spread. They are also on the cover of the mailing (see page 15 here).

- Sept 27 TCMG General Meeting, 7:00 pm
- Oct 7-9 TCMG/ARR Conclave at Sequoia National Park
- Nov 20 VMG Parts Exchange
- Dec 10 Holiday Party/Annual Meeting in San Diego

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The Midget Chassis

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The **Classic Chassis** is our main news publication put out semi-annually.
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

Thelander
TC hatter



Summer is rapidly slipping away and that means that the Conclave will soon be here. This will be the last Chassis before the event. It looks like we will have a good turnout. I have received notifications from thirty couples saying they have made their reservations. Let's hope they are all able to follow through and there are no cancellations.

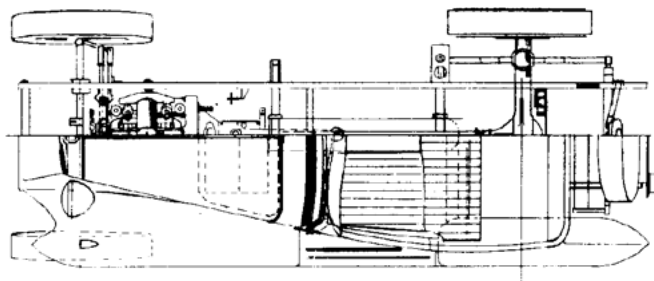
Mike Goodman has spoken with the owner of Cavanaugh Motors in Sherman Oaks about doing a tech inspection before we leave. It would require a commitment for a minimum of six TCs to make it worth his effort. With the outing to the Kinetic Sculpture Races already scheduled on the 17th, it would have to be on Saturday September 24. So far I have not received that many responses. If there is not sufficient interest, we can still talk through Mike's check list at the September meeting. So if you have missed the e-mail traffic on this subject, please let me know if you are interested immediately!! We need to finalize our intentions with Cavanaugh Motors very soon.

I would like to thank the Simon Brothers for opening their museum to us once again. I did not count the house, but it was a very nice turnout. Dave has moved up a decade or two technologically with his vintage 8mm racing movies from the '50's and '60's now transferred to DVD. It was good fun to see nearly whole race groups of TCs (and those other sports cars from the period). For some of us it brought back memories, and for others it was quite a revelation to see just what was being done with our dear little cars once upon a time.

So let's keep these trusty little cars going. If you can't make the next event, have yourself a merry little solo drive. They're still fun.

Pete Thelander

Our advertisers are also posted on our TCMG web site
tcmotoringguild.org



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Don't forget that this issue of the Midget Chassis is also available on our club web site in living color. And you will find web pages on most our activities in color as well. Check it out.
www.tcmotoringguild.org



Tuesday, Sept. 27th

8:00 PM



SAFETY CHECKING YOUR TC

While we are trying to get a group of TC's together for a courtesy safety check by Cavanaugh Motors, we thought we could go over the form that would be used. We wouldn't be going over an actual TC or even have a rack to put a TC up on at the meeting but it would be a tremendous follow-up or precursor to the real safety check.

What did they look at and why? What oil or air pressure is suggested? What is acceptable steering slop?

Come and get the low down on keeping your TC going for years of driving pleasure.

**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.



VMG Parts Exchange

All MG Parts Exchange Sunday, November 20th

7:00 am to 1:00 pm

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

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

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

Upcoming TCMG Tours



TCMG/AAR Conclave October 7-9

See details on page 14



Nethercutt Collection Museum (Tour moving to sometime in November)

Our October date got nixed due to a conflict at the museum. Sorry for the inconvenience.

Tuna Canyon Drive Report

August 27 was a beautiful day for a drive to the coast. We met at Morgan West to admire new and old Morgans, from flat radiator Plus 4 to the newest V8 monsters. Mel Appell was seriously looking, so serious in fact he did not go on the drive. Six intrepid souls took off for the Topanga canyons: Jon and Besty Lutz, and Gene Olson in TCs, Ron and Bobbi Simon in a German TC (BMW), and Bob Wilmer in his new mini-lorry. Tuna Canyon is a lovely drive. Climbing out of Topanga Canyon we passed (barely) many ambitious bicyclists. At the top are fabulous

ocean views. Then you get a lovely descent down steep twisty turns through the trees. Thankfully the road down is one way with virtually no traffic. Lutz's TC had some overheating going up, and Olson's TC had some brake overheating going down, but no breakdowns. We had lunch at Duke's in Malibu where we met the Peterson's and learned about Atas-cadero. Very nice day for a TC outing. Don't miss the next tour.

As reported by Gene Olson. Sorry, no pictures. We think Ron Simon has some but couldn't make contact with him.

Where's My November Midget Chassis?

If you don't get a Midget Chassis next month do not blame the USPS. Blame me as Joyce and I will be on an road trip heading back to Chicago area straight from the Conclave. I will therefore not have access to my computer to put the Chassis together.

And as I will be away when the October meeting occurs I hope someone can take a couple photos of the usual display of creative costumes that usually show up there.

Next Chassis deadline will be November 10th.

David

New TCMG Member

Please welcome our newest TCMG members

Charles & Cynthia Clark
337 Reddoch Road
Florence, AL 35633
phone: 256-767-7839
MGTC1946@aol.com
1946 TC 1612 XPAG 2253
Green / Beige

TC 1612 is frequently seen roaming the hills of North Alabama and Southern Tennessee. Maggie the MG, as she is affectionately known around the Clark household, was rescued from a twenty plus year retirement in 1999 and returned to active duty in that same year. Charlie, age 9, is beginning to learn some of the basics while helping Dad and is quite at home in the riding mechanics seat for now.

Ed Note - The week after we received the Clark's membership, hurricane Katrina hit Louisiana & Mississippi. It then traveled Northeast and the path went right over the corner of Alabama that the Clarks live in. The storm lost much of its punch so they suffered no damage.



*This brings the TCMG up to
102 members for 2005*

Progress on TC 1439

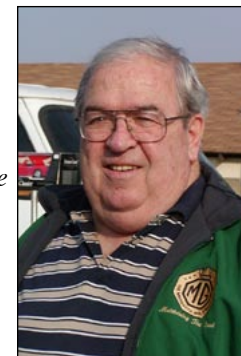
Larry LecLerc, a Guild member from North Dakota, is in the midst of restoring his TC. In an email contact, I asked Larry where he was on the project. He reported the following in two separate emails:

"Finished wiring today. Then start it up next week hopefully. Interior remains as well as mounting fenders. Hope to have on the road in time to put it away for the winter (Oct 1 around here)."

"Wiring came off with only one small ground problem in the dash lites. Not bad considering that I had a new harness, with additional wiring for directional signals, headlight, horn relays, auxiliary fuel pump, additional rear tail, and brake light, and NO DIAGRAM. It was a challenge to say the least. On to start up!"

Good going Larry! We're all rootin' for you and TC. Keep us informed.

Anyone else have progress reports? How about Doug Pelton and his two TCs?



Rally of the Relics (part 2)

Story and Photography by Stanton P. Belland



Part one was in the August Midget Chassis. Reprinted by permission of Hemispheres, the magazine of United.

We stopped for lunch and then browsed through the cathedral as if we had all the time in the world. By the time we left, it was about 7 p.m. and starting to rain. Bath was 75 miles away. We held a drivers' meeting in the parking lot over soggy maps and decided to replace our leader for the day, to his evident relief. We reviewed the route, the new leader professed to have it completely mastered, and we all promised to stay together behind him.

Getting out of town in the rain and traffic proved to be slow work, and by the time we found the correct route, it was getting dark and the rain had gotten heavier. The route to Bath called for a right turn on a road heading north. All of us apparently had memorized the route number—all of us, that is, except our new leader. As he passed the turn in the dark, we realized that he was now heading the wrong way. We followed, but he was driving at top speed and seemed to be pulling away. After about 20 miles of this it was clear that the group was not going to catch him. The driver of one of the faster cars sped off and eventually pulled him over. We found our way in the rain back to the junction.

But confidence in our leadership had been shaken. From the junction, each driver determined his own way to the city and the hotel. Oddly, we all arrived at the hotel about the same time from completely different directions.

A good pint and a late dinner at the hotel revived us and made the panic on the way to Bath seem a little silly. Nevertheless, a change in procedures was necessary or we were going to find ourselves scattered

circles. The route had been carefully planned. We simply didn't yet know how to follow it and stay together.

But most important, we had to figure out how to deal with the roundabouts. Since the British drive on the left, traffic on a roundabout circles clockwise. The rules are simple and quite effective—unless you're in a caravan of, say, eight cars. Vehicles in the circle have the right of way. You must wait for a break in traffic to enter. When you enter, you circle until you come to the exit road you want, then turn left.

When our group tried to enter the roundabout, perhaps two cars might get in at a break in traffic, but those behind would have to wait. We got separated. Cars exited in different directions. Chaos ensued.

We tried having the lead cars pull over and wait after they exited. This didn't work. When the leader pulled ahead too far he was out of sight. When he didn't pull ahead far enough, cars backed up behind him, leaving the last ones sticking out in the circle with 18-wheelers bearing down on them. All in all, not safe.

Finally we hit upon the "carousel system." Lead cars would continue to circle in a roundabout until all cars in the group were in. This usually took at least three or four circuits. Then the leader would peel off at the correct road, followed by the rest of the cars, which now would have the right of way.

The system worked well, but spectators found it hilarious. Eight little cars circling made the roundabout look like a toy merry-go-round and often had people on the sidewalks laughing and pointing. We waved and smiled and wished we could have provided calliope music.



Sometimes, it was all worth it, as on the road approaching Lynmouth.

The tour turned out to be a three-week celebration of British-American friendship, particularly among MG enthusiasts. I'll always remember standing in a Cotswold pub under smoke-darkened beams, surrounded by fellow old-car fanciers. With a warm fire at the end of the room and a pint in my hand, I was musing on the unreality of the whole setting as the older gentleman near me in tweeds and a cloth cap told me how, as a lad, he had picked up his first MG at the Abingdon factory in the late '30s. In the midst of all this conviviality it was impossible to pay for a drink and difficult to leave the group and get to bed after a long day's drive.

Even to Britons with no special interest in cars, the sight of eight old MGs, all bearing California license plates, created excitement. Each drive through a village became a parade. People ran along-side to ask about the cars and generally showed great pride in their automotive heritage. In almost every town, someone asked us to wait so that he could run home for a camera.

And, of course, we took a short detour to see Giggleswick. It's a peaceful village in Yorkshire, not far from the villages of Wigglesworth, Fox Up, and Crackpot. We had lunch at the Black Horse Inn, next to St. Alkelda's, a 15th century church named for an Anglo-Saxon princess martyred by the Danes in the 12th century. I asked the publican how Giggleswick got its name. His

expression made it clear that he didn't find the question funny.

Mechanical problems became part of the fun of our daily routine. Each of the cars broke down at least once. At least one broke down each day. Every problem was repaired on the spot, and the car continued.

Every car finished the tour, but some of the fixes were just short of miraculous. Once, one of the cars lost its generator. It was beyond repair, and finding a generator for a 50-year-old MG seemed like too much to ask for. As we sat along the road, an older man driving a modern car came by and stopped. He told us he had an old MG moldering in his garage a few blocks away and insisted that we take his generator. He helped us get it installed, then invited us to his home for lunch.

I remember one afternoon sitting in the TC on a country lane in the north Cotswolds. A line of trees and a low stone wall were to our left, and rolling fields dropped gently off to our right down to a distant village with a church rising from among thatched cottages. Our cars had stopped to allow a shepherd to drive his flock across the road with the aid of a very energetic little collie. The sun was warm on our faces, and autumn leaves were blowing gently across the road. My wife and I turned to one another, and words were unnecessary. We just grinned. Truly, even for old men, toys are meant to be played with, and the best ones are the ones that transport you to some magical place, far away.



The Abingdon plant was the TC's place of birth.

A larger color version of this form can be found on the TCMG Tech Topics web page along with an explanation of what to look for on each item. Download at: tcmotoringguild.org

MG TC SAFETY CHECK

Prepared by Mike Goodman for the TC Motoring Guild

This TC safety check is designed to be a relatively quick once over to detect obvious problems on your TC. No disassembly is required but it is necessary to have access to the under carriage. Before check is done, questioning

the owner about any unusual noises, looseness or particular concerns will aid in zeroing in on problem areas. As you go through the items just check GOOD or BAD. If item is bad then comment on findings or fix to the problem.

ENGINE

GOOD BAD

Radiator	<input type="checkbox"/>	<input type="checkbox"/>
Water pump	<input type="checkbox"/>	<input type="checkbox"/>
Hoses	<input type="checkbox"/>	<input type="checkbox"/>
Lower branch pipe.	<input type="checkbox"/>	<input type="checkbox"/>
Freeze plugs (8)	<input type="checkbox"/>	<input type="checkbox"/>
Rear head plate	<input type="checkbox"/>	<input type="checkbox"/>
Water elbow (under thermostat) .	<input type="checkbox"/>	<input type="checkbox"/>
Fan belt	<input type="checkbox"/>	<input type="checkbox"/>
Oil lines and oil filter	<input type="checkbox"/>	<input type="checkbox"/>
Gaskets	<input type="checkbox"/>	<input type="checkbox"/>
Motor mounts	<input type="checkbox"/>	<input type="checkbox"/>
Flex fuel lines	<input type="checkbox"/>	<input type="checkbox"/>
Solid fuel lines	<input type="checkbox"/>	<input type="checkbox"/>
Carburetors	<input type="checkbox"/>	<input type="checkbox"/>
Fuel pump	<input type="checkbox"/>	<input type="checkbox"/>
Cables (starter choke & slow running control) . . .	<input type="checkbox"/>	<input type="checkbox"/>

CHASSIS

GOOD BAD

Frame	<input type="checkbox"/>	<input type="checkbox"/>
Front springs.	<input type="checkbox"/>	<input type="checkbox"/>
Front spring bolt.	<input type="checkbox"/>	<input type="checkbox"/>
Front spring bushings	<input type="checkbox"/>	<input type="checkbox"/>
Rear springs	<input type="checkbox"/>	<input type="checkbox"/>
Rear spring bushings	<input type="checkbox"/>	<input type="checkbox"/>
Rear spring to differential mount bracket	<input type="checkbox"/>	<input type="checkbox"/>
Rear spring to mount bolts . .	<input type="checkbox"/>	<input type="checkbox"/>
Front shocks	<input type="checkbox"/>	<input type="checkbox"/>
Front shock links	<input type="checkbox"/>	<input type="checkbox"/>
Rear shocks	<input type="checkbox"/>	<input type="checkbox"/>
Rear shock links.	<input type="checkbox"/>	<input type="checkbox"/>
Rear shock bracket	<input type="checkbox"/>	<input type="checkbox"/>

FRONT SUSPENSION GOOD BAD

King pins	<input type="checkbox"/>	<input type="checkbox"/>
Front hubs	<input type="checkbox"/>	<input type="checkbox"/>
Front axle to spring bolts . . .	<input type="checkbox"/>	<input type="checkbox"/>
Tie rod & draglink ball joint ends	<input type="checkbox"/>	<input type="checkbox"/>
Steering box & pitman arm . .	<input type="checkbox"/>	<input type="checkbox"/>
Exhaust	<input type="checkbox"/>	<input type="checkbox"/>

DRIVE TRAIN COMPONENTS

GOOD BAD

Bell housing	<input type="checkbox"/>	<input type="checkbox"/>
Clutch arm.	<input type="checkbox"/>	<input type="checkbox"/>
Clutch chain	<input type="checkbox"/>	<input type="checkbox"/>
Transmission mounts	<input type="checkbox"/>	<input type="checkbox"/>
Rear transmission casting . . .	<input type="checkbox"/>	<input type="checkbox"/>
Differential	<input type="checkbox"/>	<input type="checkbox"/>
Oil level	<input type="checkbox"/>	<input type="checkbox"/>
Drive shaft.	<input type="checkbox"/>	<input type="checkbox"/>
Rear axle shaft hub assembly . .	<input type="checkbox"/>	<input type="checkbox"/>

BRAKES

GOOD BAD

Hoses	<input type="checkbox"/>	<input type="checkbox"/>
Hand brake cables	<input type="checkbox"/>	<input type="checkbox"/>
Master cylinder	<input type="checkbox"/>	<input type="checkbox"/>
Brake pipes	<input type="checkbox"/>	<input type="checkbox"/>

ELECTRICAL

GOOD BAD

Generator & pulley	<input type="checkbox"/>	<input type="checkbox"/>
Starter & switch	<input type="checkbox"/>	<input type="checkbox"/>
Battery & cables.	<input type="checkbox"/>	<input type="checkbox"/>
Frame to transmission ground cable	<input type="checkbox"/>	<input type="checkbox"/>
Wire harness.	<input type="checkbox"/>	<input type="checkbox"/>
Distributor	<input type="checkbox"/>	<input type="checkbox"/>
Spark plug wires.	<input type="checkbox"/>	<input type="checkbox"/>
Lights	<input type="checkbox"/>	<input type="checkbox"/>
Wiper motor and horn	<input type="checkbox"/>	<input type="checkbox"/>

MISCELLANEOUS

GOOD BAD

Fuel tank.	<input type="checkbox"/>	<input type="checkbox"/>
Wire wheels & tires	<input type="checkbox"/>	<input type="checkbox"/>
Wiper blades.	<input type="checkbox"/>	<input type="checkbox"/>
Body.	<input type="checkbox"/>	<input type="checkbox"/>
Check all fluid levels	<input type="checkbox"/>	<input type="checkbox"/>
Windscreen and mirrors	<input type="checkbox"/>	<input type="checkbox"/>

COMMENTS

August 23, 2005 General Meeting Minutes



While the meeting didn't start until 8:00, we all gathered early to view the museum and look at all the nifty cars and memorabilia. And as it drew a few members who don't usually make the meetings, it was also a good time to catch up on what has been going on in everyone's lives. Belland and Kershaw even brought their grandchildren.

Once the meeting started our presidential Pete started off by thanking our host, David Simon for opening up the museum and to Ron Simon for putting together tonight's program. Pete then was off and running down the agenda starting with the mailbag, accepting the minutes and Treasurer's report. Joyce reported there that we had a total of \$6,036.97 on hand but after taking away forecasted budgeted amounts we had \$3,012.72 to free to play with.

On the subject of the newsletter, it was noted that David was seeking out someone to take over as editor. Nobody jumped up and volunteered at the meeting though.

Lloyd filled us in on the programs for the remainder of the year. In September David McCanne will be talking and showing off his model train hobby (Ed. note- this is now moved to November).

Our October program is the traditional potluck dinner and costume contest. November is still open but possibly Bill Young on how to be a car salesperson.

Gene Olson was next up and has a tour set up for a lovely, winding, narrow drive through Tuna Canyon on August 27. The Kinetic Sculpture Races tour is on for September 17. We have a special shop tour through the Nethercutt Museum on Oct 15 (Ed. note - this has now had to be moved to a yet to be determined date in November). And of course we have the Conclave on Oct 7-9. Pete added that there was going to be a great turnout so should be lots of fun.

The Holiday Party is still scheduled for Dec 10. A flyer will be going out with dinner reservations so watch for that.

As there was no other business, we adjourned at 8:24. Ron then set up the program of racing movies from the '50s which was quite entertaining. The Simons also had set up a grand refreshment table with donuts, popcorn, grapes, coffee, and soda. Thank you for a wonderful time.

Minutes taken by Secretary,

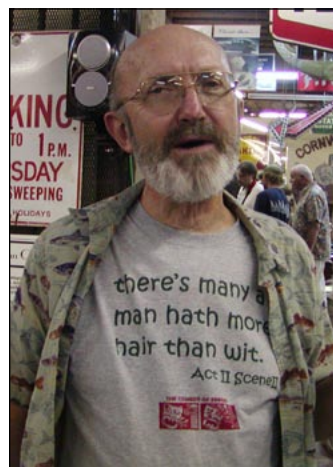
David Edgar



Good to see Bill Sopkins & Marion Goldstein at one of our meetings again.



David Simon sits in his 1936 Austin Seven Roadster. This was parked next to his red TC again.



Allan Chalmers down from San Francisco. If you can't read his shirt it says, "There's many a man hath more hair than wit. Act II, Scene II"



Here are two of the Belland grandchildren posing on an old military jeep.

View color photos on club web page
www.tcmotoringguild.org



'34 Ford, a TC and an Austin 7

TCMG/ARR Conclave 2005

Date: October 7-9, 2005

Place: Wuksachi Lodge, Sequoia National Park

This is a new facility within the Park, two miles north of Lodgepole Village, located equidistant from the Los Angeles and San Francisco Bay areas. It promises modern accommodations with fine forest atmosphere. This will be a great opportunity to get lost in the woods...spiritually and figuratively, if not literally. This should be a great escape weekend with lots of opportunity for just kicking back and enjoying the splendor of the Park and warmth of TC friends, old and new.

Twenty five rooms have been reserved in the name of *TCMG Conclave*. Only seventeen **Standard rooms** are available, the balance is made up of **Deluxe rooms**. First night payment is due ninety days prior with the balance thirty days prior (those dates are July 7 and Sept 7).

The following descriptions are taken from their website,
<http://www.visitsequoia.com/html/wuksachi.html>.

Standard rooms are cozy, comfortable rooms available with either one or two queen beds.
Price per day: \$120 + tax

Deluxe rooms are spacious, large rooms and include a table with two chairs. Rooms are available with either two queen beds or one king bed with a sofa bed. Price per day: \$145 + tax

Superior rooms are our largest rooms, perfect for families with children. All superior rooms are end rooms and are available with either one king bed or two queen beds. Each contains a sofa bed located in an alcove sitting area with a sliding door for privacy. Price per day: \$189 + tax

Cancellation Policy: The first night is charged as a deposit. The deposit is refundable up to 48 hours prior to the scheduled arrival time.

There are some alternative motels in Three Rivers outside the south entrance to the Park. (see their website: <http://www.nationalparkreservations.com> and then select Sequoia/Kings Canyon)

The Saturday Night Dinner will be in a private room ordered off the restaurant menu. Prices are in the range of \$15-20.

If making Conclave Wuksachi Lodge reservations please fill out the form and read this Travel Guard information and the Request Form Policies that were in the previous two issues of this Midget Chassis. The last two issues are available on our TCMG web page: <http://www.tcmotoringguild.org> Look for the Classic Chassis link..

Additionally, be sure to fill out and return the form below to Pete Thelander so he knows who is going and can make plans. Pete will also accept an email with the info if that is easier for you.

TCMG CONCLAVE REGISTRATION

NAME: _____

ADDRESS: _____

PHONE: _____

EMAIL: _____

Return to:
Pete Thelander
5492 Yale Ave
Westminster, CA 92683
or
pthelander@earthlink.net

For Sale

Two MG TD's for widow of Vintage MG Club member and friend Ron Dettling of Ridgecrest, CA.

#1. 1951 TD under restoration, chassis completed including engine, shocks, brakes, radiator, shell re-chromed, some new parts to complete, wiring harness, Moss upholstery kit etc.

Excellent wood and sheet metal, no rust or rot.

This is a California car and has not been on the road for approx. 28 years and stored indoors in the dry desert climate.

#2. Under construction for vintage racing, All NEW brake system including Kevlar front shoes, re-built shocks for racing, MGB front springs, engine rebuilt in short block form, head ported, big valves, TF 1500 sump, etc. The tub has had some wood replaced as necessary, sheet metal OK, fenders need repair good fire wall. Basically this is a complete car, but not as nice as the other TD.

Would like to sell as a package, will separate, asking \$15,000 or offers.

For more information contact Gene Roth,

Ph.. 760 446 6265, E-mail: rothgene@msn.com

And here is the cover of the Moss mailing showing Larry Long and his TC.



Is There an Editor Inside of You?

Is there an editor inside of you looking to get out? If so do we have a deal for you !

As the editor of the Midget & Classic Chassis for the last 4 years I have had quite a bit of fun. However I feel it is time to pass the keyboard on to the next editor. If you would like to give it a try please let me know. You can keep the present format or go off in your own direction. There are no set rules or standards that must be maintained. I am willing to help out in the transition or in any other way if you want.

David Edgar - djedgar@pacbell.net
or 619-593-8255

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 or an approximate date will show. We have twelve TC birthdays that falls into the mid September - mid October time period this issue. Note how many we have this time that share build dates. Also note that both Wimer brother's TCs were built on the same day.

<u>Chassis #</u>	<u>Build Date</u>	<u>Current Owner</u>
TC 0252	September 17, 1945	Pete & Maggie deBruyn
TC 1439	September 23, 1946	Larry & Kay LecLerc
TC 3625	September 23, 1947	Dwane & Barbara Carlson
TC 3820	October 15, 1947	David & Suzie Coleman
TC 6550	September 16, 1948	Kay & Larry Einhorn
TC 6558	September 16, 1948	Bob & Charlotte Wilmer
TC 6560	September 16, 1948	Stephen Schrieberg
TC 6697	Late September 1948	Stephen Schrieberg
TC 6973	October 6, 1948	Pamela & Dave Grudin
TC 6776	October 8, 1948	Richard & Judy Storms
TC 6811	October 14, 1948	Doug & Ilene Wimer
TC 6822	October 14, 1948	Gayne & Nancy Wimer

TCMG Holiday Party Preparation

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. The hotel is offering a discount for \$99 one night or \$189 for two nights (tell them you are coming with the TCMG group). 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.. You can kick Dave's tires and give him some encouragement in his garage building plans.

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



www.towncountry.com

Town and Country Resort

500 Hotel Circle North
San Diego, California 92108
Tel: (619) 291-7131
Reservations: 1-800-77-ATLAS



Unwrapped gifts
for a child this year
will be going to the Foster
Children's Resource Center.

And now it is time to play
Choose your entrée and see if you can remember
what you ordered when December 10th comes up.

(but for those that forget we will keep tabs
and remind you when the time comes)

Beef _____

Salmon _____

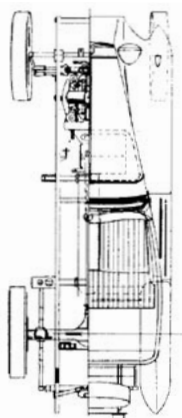
Veggie _____

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

Dinner orders needed by December 1st

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



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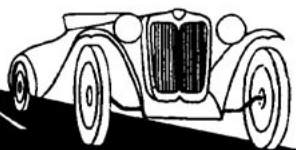
email simon90248@yahoo.com

Ron Simon

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email: mg@oconnorclassics.com

Club Regalia

"TClinics"

Send for a free index of over 60 ways to keep your MG "TC" operating safely and reliably. Each "clinic" is 20 cents. Non-members pay 50 cents for the index. Index is also on our web page at: www.tcmotoringguild.org/tclinicindex.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 if picked up, \$5 if mailed (members only)

"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

