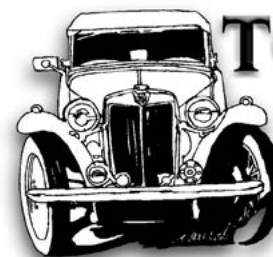


September 2005



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



Steve Simmons was working on the Wheel of Fortune set and pulled some favors during the lunch break to get this photo. Pretty spiffy. Thanks Steve.

- August 23 TCMG General Meeting, & Movie Night 7:00 pm
- August 27 Tuna Canyon Tour
- Sept. 17 Ventura Kinetic Sculpture Race Tour
- Oct 7-9 TCMG/ARR Conclave at Sequoia National Park
- Dec 10 Holiday Party/Annual Meeting in San Diego

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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

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

Thelander TC hatter



Another month has passed by and with it, another GoF WEST and picnic at the Henkels'. Both events were great. I was very pleased to see the fine turnout of TCMG members and cars at Buellton. Alas, your President was not one of them. Oh, we were there, but the faithful TC was left at home in favor of the new PA. The desire to "show-and-tell" something new just got the best of me. After all, we have had the TC to quite a number of GoFs. Most everyone has probably seen it. It is nothing special. In addition, the North American MMM Register was making this their major show of the year and I wanted to show my support of them as well.

TCMG was well represented in all categories. Our members owned the TC class with Lloyd & Carolyn Hendrickson taking 1st Place, Jim & Jan Sullivan 2nd and Rick & Judy Storms 3rd with Honorable Mentions going to Bob & Laura Hawkins and David & Lucy McCanne. Gordon & Mimi Glass took 2nd in the Rallye. George Kershaw, Gene Olson and Fran collected awards in the Model Display with Mimi and Fran each garnering another in Crafts as well. Congratulations guys and dolls!!

A special thanks are due to Cindy & Tony Henkels for the fantastic 50th Anniversary Picnic. About forty people showed up in their back yard to dine alfresco and celebrate the milestone. There was a lovely cake for the occasion (I hope Dave got a photo) and when it all seemed to be over, Tony & Cindy brought out those lovely commemoration trophies for everyone there. What a great idea. It is this sort of thoughtfulness that has made this group endure so well through the years. Tony & Cindy.... Thanks once again from all of us.

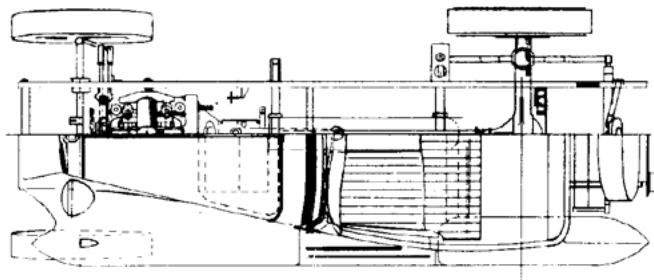
And now it is time to get on with the Monterey Historic Races. Hope to see some of you there.

Pete Thelander

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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,
August 23rd**

7:00 PM



**General Meeting and
'50s Racing Films**

At our August meeting we move from our traditional Montrose meeting location and visit the Simon Auto Museum. The private collection consists of classic cars, movie props, auto memorabilia, avionic items and much more are yours to view. Arrive early to kick tyres. After our business part of the meeting we will view "Racing in the 50's" movie and munch on popcorn. This is always an interesting event so don't miss it.

**Note change of
time and location.**

15700 S. Broadway Street
Gardena, California 90248

Thomas Guide P734 -C5

Museum is located behind Coast Appliance
(look for sign on fence "Cornwell & Sheridan Classic Cars")

Take I-110 to Redondo Beach Blvd.

Head East on Redondo Beach Blvd

South on S. Broadway

Coast Appliance is on corner of 157th & Broadway.

Museum is in rear of building

Enter driveway from S. Broadway and park in gated area

Before the July picnic came to a close Tony & Cindy Henkels announced that they had a souvenir for each of us to take home in honor of our 50 year TCMG celebration. And with that Cindy unveiled a brass cut out about 5 inches square of "TCMG 50 Years." And there was a hole in the center for us to mount our new club pins. We were all in shock and then ooh'd and aah'd as they were passed out. Thank You again Tony & Cindy.



Upcoming TCMG Tours

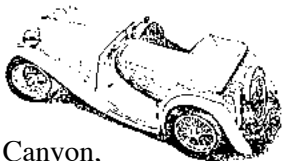
Tuna Canyon Tour and Beyond Saturday, August 27

Join your fellow lunatics for a short drive through Tuna Canyon, a one way road from Topanga Canyon to the beach. Beautiful ocean views (hopefully), twisty turns, steep downhill (check your brakes). Sounds like fun.

Meet 10 a.m. at MorganWest, 3003 Pico Blvd, Santa Monica. Some nice new and old Morgans to view as we meet (see their website www.morganwest.net). Park along Pico. McDonalds and Burger King close by but not many others. We will drive up the coast and go north on Topanga, then Tuna Canyon. Lunch at a seafood restaurant on the beach, Duke's or Gladstones.

Directions: MorganWest. 10 (Santa Monica Fwy) West past 405. Exit Centinella. Turn right off exit, then right on Pico. MorganWest on right about 3 blocks.

Gene Olson 805-522-8052 Cell phone 805-813-5569



Ventura Kinetic Sculpture Race Saturday, September 17

Kinetic sculpture race in Ventura (see the website www.kineticrace.com). Crazy vehicles, miles of bicycle chain, belly dancers, what more do you want?

Meet at 8:00 a.m. in parking lot for Michael D's Café, 23130 Ventura Blvd. Woodland Hills. Woodlake exit from West 101 (not Woodley). We will have a beautiful drive through coastal canyons. Bring a picnic lunch.

Kinetic race will finish with mud challenge around 2:30-3 p.m. You are not required to stay for the entire race.

Questions Gene Olson 805-522-8052 Cell phone on tour day 805-813-5569



Nethercutt Collection Museum Saturday, October 15

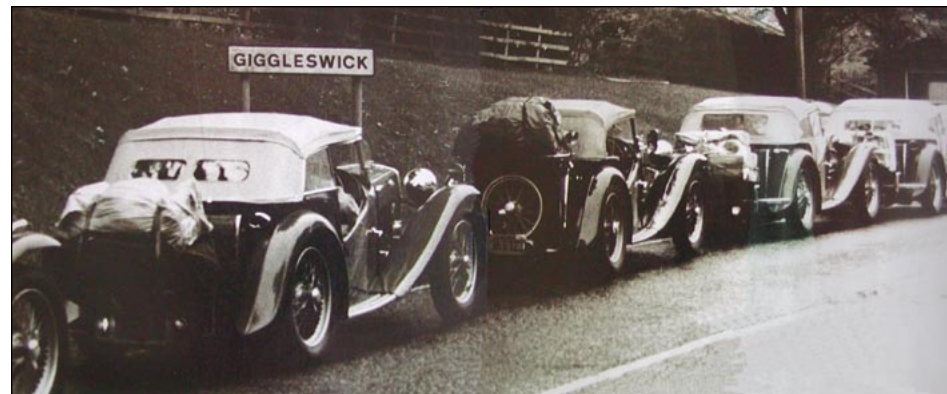
Nethercutt Automobile Collection Tours book up fast and by the time we settled on a September date, we were too late. So we booked October 15 for now. More details to come later but it will be at 10:00 a.m. and there is a dress code.

6 A shop tour is being worked out, but they would not commit at this early date. For now just save the date.



Rally of the Relics

Story and Photography by Stanton P. Belland



Stan Belland wrote the following story and submitted it to United Airlines. They picked it up and published it in their magazine, Hemisphere. We were given permission to reprint it in our newsletter and will fit it into the next couple issues.

Toys are tools of the imagination. When my grandsons play with their toy cars and knights on horseback, it's easy to see that they are jousting or racing through a wonderful place, far away from the livingroom floor. Toys for folks my age are more expensive, but they serve the same purpose. They can transport a person to magic, faraway places.

I own a 1947 MG TC, a small British roadster that compensates with jaunty style for what it lacks in power and mechanical refinement. TCs are balky, hard-riding, totally beguiling little cars. They are hard to keep running, and ownership consigns you to a social life that alternates between sunny, wind-in-the-hair drives and frantic searches for parts. Admittedly, they are toys, and they should take you to some fantastical place beyond everyday experience. Perhaps my greatest TC adventure started as mere whimsy, a musing in a column I wrote for the TC Motoring Guild's newsletter. My wife and I belong to the guild, a group of TC owners that meets once a month, chats about old cars, and goes on regular

What does it take to caravan around England in eight crotchety antiques? Patience, mechanical know-how, and, oh yes, finesse with those knotty roundabouts.

outings around Southern California. In the column, I proposed that, to determine if these old cars would function better in the country they were designed for, we ship them to England and have one of our monthly outings there. Perhaps the cars might run cooler in the British climate. Maybe the winding English country lanes would be better-suited for the TC's tendency to wander on the road—a hair-raising experience when driving between 18-wheelers on California freeways. The column got surprising enthusiasm. Before I could explain that I was only kidding, the club had organized a committee to make the arrangements and had started recruiting participants. Eight couples eventually signed up for the trip, which was dubbed the Grand Rallye Around Britain—the "GRAB."

One couple took charge of accommodations. They were directed to find quaint country inns, preferably historical, with ample secure parking for the cars and, of course, priced at less than £100 a night.

(continued on pg. 8)



The estimable old cars are unloaded in their native land.

Another couple organized the route. The assignment was to layout a three-week, 1,000 mile circuit from London covering the maximum number of magical places. We were drawn to towns with charming names. We would see a place called Giggleswick.

Auto-shipping companies initially didn't take the club seriously. Many people ship cars from England to the United States. A few ship cars to England. But nobody ships cars over there and back. The shipping committee finally found a company willing to consider the job. After careful measuring, the company determined that eight TCs could be fit into a large container by putting in four end to end and then building a wooden structure around them to support four more cars above.

One committee planned for the inevitable mechanical problems. Each car was assigned certain spare parts to carry in the pitifully small toolbox under the hood or in specially designed boxes made to be mounted under the body near the rear axle.

When the big day arrived, we drove our cars to a warehouse near the port of Los Angeles and watched the eight of them being loaded into the container. The spacing was so tight that the man who drove the last cars in had to drive with his head below the top of the dashboard, following voice directions. He then

with an antique brass railroad padlock. The occasion was light-hearted, but all of us were somewhat concerned about the fate of our precious classics as they crossed the ocean.

The group gathered a month later at a hotel near the London docks. At the freight yard, we found that Her Majesty's customs had been there before us and had broken off our ceremonial padlock. Not a very friendly gesture, but apparently we had been cleared.

There were the foreseeable difficulties getting the old cars started after a month at sea, but with an afternoon of tweaking and push-starting, all were running well enough to caravan back to the hotel, where we gathered in the parking lot. Holding our first pints of English bitter, we toasted our initial success. We were ready for the big adventure.

No daily drive was to be longer than 200 miles, and the first day's run was to be shorter than that. Our first stop would be Bath, a mere 100 miles down the M4 from London. But, of course, we were not going to take the M4. We had agreed to avoid the main motorways and take the scenic country lanes the cars were built for. And there was much to see between London and Bath. We had to see Old Windsor, and Salisbury was just a bit out of the way to the south. We couldn't miss that.

The cars were somewhat balky, and two or three had to be push-started. Eventually, we became accustomed to this, pushing at least one car every morning. On our first day, we finally got every car running by about 11 a.m. and set out toward Windsor.

How stubbornly rosy one's outlook can be, even when realistically planning for problems. I had pictured our cars meandering down quiet country lanes. None of my visions included maneuvering eight cars in a row through bumper-to-bumper traffic in industrial South London among towering lorries while driving on the left side of the road and trying to follow a map, keep sight of the car ahead, and decipher strange traffic signs.

After about an hour of this, we had traveled 11 miles to the town of Old Windsor. Traffic was much lighter there, and when I finally was able to unclench my white-knuckled hands from the steering wheel, I looked in my rear-view mirror and discovered there were no cars behind me. I honked my horn, flashed my lights, and finally got the attention of the car in front, but there were two more cars ahead of him, and it took about a mile to pass the signal up the line and get everyone stopped. Then there was the matter of turning around. The road was narrow, there were no driveways, and the TC has the turning radius of a canal barge.



When the touring gets tough, consult a map. Then guess.

When we got back to the center of Windsor, we found that one of the cars had simply quit running and that the rest of the group was lined up behind it along the road. We all pulled over and assumed what was to become our standard breakdown formation. The women remained in the cars, well away from the heated language emanating from the huddle of men around the crippled TC. The unlucky owner sat in the driver's seat following instructions to operate the starter or jiggle this or that. The rest of the men formed concentric circles around the invalid. In the center, with their heads in the engine compartment, were the two men who actually knew something about mechanics. The next circle consisted of those who knew nothing but wanted to

appear knowledgeable. Their function was to lean over the inner group and from time to time offer inane suggestions that everyone ignored. Then came the circle of those with no pretense of expertise but a desire to display sympathy. Finally, those with neither expertise nor sympathy just wandered around, checking their watches. In Windsor that day, we experienced the first of many bits of automotive good fortune. A local car buff in a later-model MG drove by and was amazed to see a line of shiny old MGs along the road. He was on the way to his own MG mechanic in town, and when he related what he had seen, the mechanic rushed back to see for himself. He was greeted with great enthusiasm and had the car running in about five minutes. He refused pay or a pint at the local pub but did accept thanks and a handshake all around. I still have a grease-stained driving glove as a souvenir of the experience.

By this time it was midafternoon, and we decided to push on to Salisbury. How we actually got there is still unclear. At one point, the confused little group entered a roundabout—we in the United States call it a traffic circle—with several exit roads and emerged in smaller groups going in different directions. The driver chosen as the first day's leader had been confused when we left London and was now beyond confusion after abandoning his map. Ultimately, each of the fragments decided to make its own way to Salisbury in hopes of a rendezvous there. We had all blundered our ways to the Salisbury Cathedral by late afternoon. It was a thrill to pull into the parking lot and hear the attendant excitedly tell us, "Your mates are here! They came in 15 minutes ago."

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Stay tuned until next month when the Rally of the Relics story will continue.

Thanks Stan for a wonderful story so far..

David McCanne changing a flat tyre on the rallye. When he went for his tools he found that they had been soaking in a wet towel for months and were covered in rust.



David pumping out petrol to help Pete and his PA. Pete thought the reserve fuel pick-up was bad..



It turned out the PA fuel system was pretty gunked up. Inspection of fuel bowl screens, needles, fuel lines and tank indicated cleaning is needed.

Of the 7 awards to TCs at the car display, TCMG members received 5 of them:
Lloyd & Caroline Hendrickson - 1st
Jim & Jan Sullivan - 2nd
Rick & Judy Storms - 3rd
Bob Hawkins & Laura Young- Honorable Mention
David & Lucy McCanne - Honorable Mention

Deana looks like she has had enough of the car display. She has her cup in hand ready to fill with quarters and head to the local casino.



Car display? What car display? Marilyn found happiness in the shade of a tree with her book.



Photos by David & Joyce Edgar and Kevin Kershaw

More Photos from GoF



GoF WEST 2005
JULY 11-15, 2005
SANTA YNEZ VALLEY
BUELLTON, CALIFORNIA

Mel & Toni Appell in TC

Allan Chalmers

David & Joyce Edgar in TC

Betty Gaw & Marilyn Maxell in TF

Gordon & Mimi Glass in TC and they won 2nd in the rallye, plus Gordon won 1st in MG Related Collection and Mimi a 1st in Sewn Goods

Bob Hawkins & Laura Young in TC from (drove all the way from Washington) and received an Honorable Mention in TC Car Display

Sherman Kaplan in TC

Lloyd & Carolyn Hendrickson in TC and won 1st in TC Car Display

George & Kevin Kershaw in TD with George winning 2nd in Model Display, Kevin a 1st in TD Funkana, and their TD came in 3rs at the car display.

Larry & Barbara Long in TC, J2, TD & B (and they won their lives back now that GoF is over)

David & Lucy McCanne in TC and received Honorable Mention in TC Car Display

Allan & Karen Moote in TC

Chris Nowlan and brought the Moss TD pick-up to the car display

Gene & Karen Olson in TC and Gene won 2nd in Single Model

David Reid in TC

Gene & Deana Roth in the TC Black Beauty

Steve & Linda Simmons in their Y

Rick & Judy Storms in TC and won 3rd in TC Car Display

Jim & Jan Sullivan in TC (drove all the way from Washington) and won 2nd in TC Car Display

Pete & Fran Thelander in PA with Fran getting 1st in the Diorama plus a 2nd in Sewn Goods

Willie Williams in TF

Gene Wescott in TC



Lloyd Hendrickson with 1st place TC in front of Winner's Circle Lounge.



Gordon Glass's collection of MG parts receipts for his TC



TC wasn't ready so Steve Simmons brought the Y type.

color photos on club web site
www.tcmotoringguild.org

July 26, 2005 General Meeting Minutes



Oh what a wonderful showing of TCMG members on this glorious evening. Six TC's were driven, the most at a meeting that I can recall in recent history. What a fine way to celebrate 50 years of our incorporation. Our founding members established the club so TC owners could get together and enjoy the lovely little English



cars. If I counted correctly we had 37 people present and we all got busy catching up with each other, admiring the TCs, drooling in the famous Henkels garage, looking at the collections inside the house and enjoying the very pleasant shirtsleeve weather. We could have gone on and on but Cindy rang the dinner bell and we settled in around the tables and brought out our picnic dinners.

As we finished our meals, Pete Thelander got up to the podium and lacking a gavel gave a loud whistle to gather everyone's attention so we could begin a brief business meeting. First off he thanked Tony & Cindy for hosting the picnic and meeting at their house again. Everyone applauded. Minutes were accepted as printed in the Chassis. Joyce said treasurer's report was posted and we were looking good. Membership wise we were now at 101 with new members Richard & Meg Hillman out of Cambria. Pete took the opportunity to

welcome some of our newer members who were at the meeting: Steve & Linda Simmons, and Pete & Gloria Henderson.

David said there was a correction in the Midget Chassis and that the meeting date was the 26th and not the 28th. He also indicated that if anyone wanted to take over the duties of Editor that he was ready to pass the keyboard on. David also gave a web site report for Jim and said that Jim was doing a wonderful job and had really spruced it up.

Lloyd gave a rundown on future meetings. The Simon Auto Museum meeting is next month on August 23rd. Harvey Schnaer had forgotten to contact Bobbie'dine Rodda about coming to the September meeting so Lloyd would follow up on that. October is the Halloween dinner and costume contest and November looks good to have Bill Young talk on how to become a car salesperson at an MG dealership.

Gene Olson had an idea of a coastal tour including Tuna Canyon for August but Tony Henkels was able to pin down a August 27th behind the scenes tour of the shop at the Nethercutt Museum. Meeting time and location to be worked out on that. September 17th will bring the Kinetic Sculpture Race tour. October 7-9 is the Conclave and Pete said he has 15 reservations to him so far.

Holiday Party plans are going great. We had asked for charity suggestions on where to donate gifts and nobody had responded so Esther Belland said she would gladly take them for the Foster Children's Resource Center.

George Kershaw reported our donation of \$100 worth of items that Tony had gathered up for the GoF auction went for \$240.

Before the meeting came to a close Tony & Cindy Henkels announced that they had a souvenir for each of us to take home in honor of our 50 year TCMG celebration. And with that Cindy unveiled a brass cut out about 5 inches square of "TCMG 50



Lots of time to catch up since we saw each other last.



Years." And there was a hole in the center for us to mount our new club pins to. We were all in shock and then ooh'd and aah'd then as they were passed out. Thank You again Tony & Cindy.

And with that we ended our meeting at 8:36 but it was well past 10:00 before the Henkels got their home back to themselves as we love to talk.

Minutes taken by Secretary,

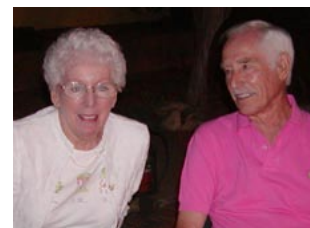
David Edgar



"OK, enough about awards shows, let's talk TCs."



Larry & Anne Haile



Pete & Gloria Henderson



Joe showed up on only two wire wheels.



"OK Charlotte, I'm one bottle ahead of you and Bobbie."

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



"Listen Grasshopper as I teach you about the TC."

"How many TCers does it take to change a light bulb?"



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

MG History at Pebble Beach

Did you know that the prestigious and famous Pebble Beach Concours d'Elegance was started as an afterthought? Back in 1950 road racing in America was an up and coming thing. West Coast members of the SCCA wanted a Watkins Glen of their own, and Pebble Beach, with its already famous 17-Mile Drive, seemed the perfect location. Respected racer and auto manufacturer Sterling Edwards approached John B. Morse, then president of the Del Monte Properties Company, with this idea, and he readily consented to add a road race to the Del Monte Lodge calendar of events; it made good business sense.

As an afterthought, perhaps following the example of Watkins Glen, a concours d'elegance was paired with the race.

The first Pebble Beach Road Race and Concours d'Elegance on November 5, 1950 drew 10,000 spectators. It included three preliminary races pairing cars with similar-size engines, and a final race open to the top four finishers of each preliminary race. Preliminary race winners included John von Neumann driving an MG TD, Sterling Edwards with his 1950 Edwards R-26 Special Sport Roadster, and Michael Graham with a Cadillac-Allard J-2. Phil Hill, who took second in the last prelim, went on to win the first Pebble Beach Cup with his Jaguar XK120.

Concours entries, roughly thirty in number, were displayed and also paraded down the start/finish stretch of the races. Leading that parade was the oldest entry, a 1904 Buick owned by Alton Walker, a local resident and car collector who served as the first Chairman of the Concours. The official list of Concours entries included two other antiques, two vintage cars, and four cars now recognized as classics (a 1938 Bugatti Type 57 Coupe de Ville, a 1939 Chrysler LeBaron Phaeton, a 1939 Mercedes-Benz, and a 1941 Darrin Packard), but the vast majority were new models. Interesting though is that there were three show classes: prewar, post war and surprisingly enough, an MG class.

However it was Sterling Edwards' race car, which wasn't on the official list of entries, that was named Best of Show.

Crowds doubled for the second annual pairing of Race and Concours, and nearly doubled again for the third.

New model cars seemed to be favorites at the concours with Edward's '50 roadster winning Best of Show in 1950, a '51 Jaguar Mark VII Saloon winning in 1951, a '52 Jaguar XK120 Fixed Head Coupé winning in 1952, a '53 Austin Healey 100 winning in 1953, and a '52 Jaguar XK120 Fixed Head Coupé winning in 1954. In 1955 however Phil Hill won Best of Show with his 1931 Pierce-Arrow 41 LeBaron Convertible Town Cabriolet and the older classics seemed to dominate after that.

On the racing side the press was soon asserting that the Pebble Beach Race Course had achieved a reputation of "the course that meets the best in the sport and seldom gets beaten." Regrettably, it was that toughness that was to prove its undoing. A minor accident in 1951 first warned of trouble: James H. Kimberly rolled his Ferrari on a wide turn. But Kimberly walked away without a scratch and received a kiss from Ginger Rogers, who was standing nearby. Tight turns and trees took their toll in cars every year, but for a while injuries were minor. In 1954, a more serious accident brought an early end to the last of the preliminary races: an MG hit a tree and then was hit by three other cars, and its driver was rushed to the hospital with severe head and internal injuries. Opponents of the races called for them to end but racing remained a couple of more years until a formal track was carved into the rolling hills of nearby Laguna Seca and competition moved there in 1957. For a brief time, the races were still identified with Pebble Beach in title, but that soon ended.

But while the racing moved, the Concours had taken up a life of its own and remained and thrived at Pebble Beach.

Info from pebblebeachconcours.net

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 ten TC birthdays that falls into the mid August - mid September time period this issue.

Chassis #	Build Date	Current Owner
TC 1216	August 16, 1946	Wayne & Marilyn Thomas
TC 3352	August 19, 1947	Don & Sally Yett
TC 3353	August 19, 1947	Gene & Karen Olson
TC 3387	August 22, 1947	Gene Wescott
TC 3467	September 2, 1947	Art Malfi & Martha Perry
TC 6265	August 19, 1948	David & Lucy McCanne
TC 6288	Late August 1948	Levern & Ruth Norton
TC 6368	Late August 1948	John & Chris Setar
TC 6391	September 1, 1948	Bill & Margery Hentzen
TC 6422	September 3, 1948	Leo & Martha Pedersen

Earl Sargent Award

At this time we have the following in the running for the Earl Sargent Award for driving their TCs on club events.

Appell, Mel & Toni	2 pts
Crandall, Jim & Norma	2 pts
Douglass, Joe	6 pts
Edgar, David & Joyce	4 pts
Einhorn, Larry & Kay	3 pts
Lutz, Jon & Betsy	6 pts
Mathison, David & Donna	2 pts
Messer, Dick	2 pts
Olson, Gene & Karen	9 pts
Harvey Schnaer	1 pt
Simmons, Steve & Linda	3 pts
Simon, Ron & Bobbie	5 pts
Thelander, Pete & Fran	4 pts
Wescott, Gene	4 pts
Young, Bill	2 pts



**Get your TC out
for some fun.**

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.



www.towncountry.com

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

Town and Country Resort

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

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

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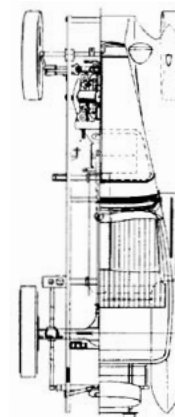


15700 S. Broadway
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818-708-2033 - 310-217-9060

email simon90248@yahoo.com

Ron Simon

**"Optima Introductory Special"
Battery for TC #75/35 Red Top \$99.00**



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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

