



# TC Motoring Guild MIDGET CHASSIS

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



## Australian Christmas Party

*This photo demonstrates the unrestrained joy that an old MG can give. Andrew Clayton had a few friends over for a Christmas BBQ. It was a lovely day and the kids wanted to have some fun so got the old girl out and had a drive. Riding with Clayton are friends' children, (l to r) Yuma and Kensho (brother & sister), and Billie and Jessie (brother & sister). Photograph is by Michael Khoo. More of story on page 17.*



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

First Class Mail

- Jan 24 TCMG General Meeting,  
8:00 pm
- July 3-7 GOF - Mt. Hood, Oregon
- Oct 8-10 Moss HCT, Sedona
- Oct 13-15 **50th Annual TCMG/ARR  
Conclave** (Morro Bay)

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## The Midget Chassis

Published in Southern California by the  
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Van Nuys, California  
91407

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 February 10**



It's déjà vu all over again. It seems that I sat in this chair just yesterday, or was it the day before? My memory sometimes fails me.

A long time ago in a place not so far away . . .

The year was 1957, the place Glendale. The TCMG had recently been reformed as an active club and I had been elected as president. There was another TC group up in San Francisco called the Abingdon Rough Riders. We were looking for an outstanding event and someone came up with the idea of meeting half way with the ARR for a weekend of tire kicking, camaraderie, eating, lining up cars and picture taking, etc. We called it the First 500 Mile Tour & Conclave.

We stayed in a motel in San Luis Obispo and conclaved in a park there. We had help from the local SLO sports car club. The meet was successful and it was decided to do it again next year.

I am really happy to be back as this is going to be a great year. Our membership is currently the largest that it has ever been. The treasury is in good shape thanks to the efforts and efficiencies of Joyce Edgar. Dave Edgar is going to continue doing his more than excellent job as editor of the Chassis. This year will be the 50th anniversary of the first TCMG and ARR conclave in San Luis Obispo. We will be conclaving close to San Luis Obispo in Morro Bay. We are planning to have many other tours and events for all members to participate in.

Now we are asking for your help! What kind of event or tour would interest you? Suggestions for something other than the usual events. Please send me an e-mail to [simon90248@yahoo.com](mailto:simon90248@yahoo.com) and tell me just what would interest you.

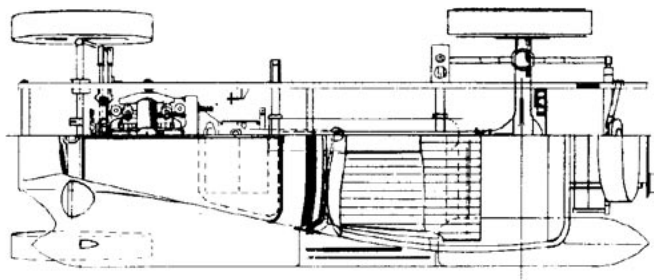
Or if you wish, just call me 818-708-2033

*Ron Simon*

## 2006 TCMG OFFICERS & CHAIRS

President .....	Ron Simon	818-708-2033	<a href="mailto:simon90248@yahoo.com">simon90248@yahoo.com</a>
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Ex Officio .....	Pete Thelander	714-892-0703	<a href="mailto:pthelander@earthlink.net">pthelander@earthlink.net</a>
Raffle Chair .....	Tony Henkels	626-793-2813	<a href="mailto:chkitty@charter.net">chkitty@charter.net</a>
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Web Site .....	Jim Crandall	310-457-3967	<a href="mailto:jwcrandall@charter.net">jwcrandall@charter.net</a>
Editor .....	David Edgar	619-593-8255	<a href="mailto:djedgar@pacbell.net">djedgar@pacbell.net</a>

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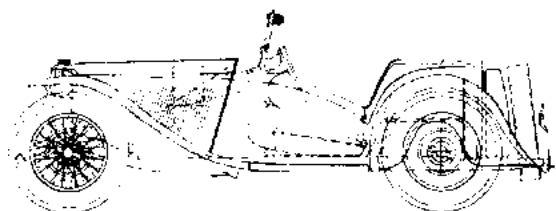


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**Tuesday,  
Jan. 24<sup>th</sup>**

**8:00 PM**



**GREAT CARS  
Episode on MG**

A 30 minute show on MG cars from the PBS series Great Cars will be shown by Pete Thelander. Former Guild member Bill Harkins and his TC is in the PBS

presentation. And as always join in discussion with other TC fanatics sharing their TC exploits of owning, driving and repairing our beloved little cars.

**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.

## TC Motoring Guild Treasury Recap from 2002 to 2005

Year	2005	2004	2003	2002
Number of Members:	108	100	97	105
<b>Carry over Funds (EOY)</b>	\$5,759.88	\$5,272.22	\$6,358.65	\$4,680.69
<b>Selected Expenses:</b>				
Notices-print & mail	\$ 392.19	\$ 359.94	\$ 540.94	\$ 119.40
PO Box	\$ 70.00	\$ 70.00	\$ 70.00	\$ 55.00
Meeting Room	\$ 275.00	\$ 275.00	\$ 275.00	\$ 275.00
MG Car Club Dues	\$ 99.94	\$ 101.00	\$ 90.77	\$ 75.29
Newsletter (incl. Mailing)	\$1,176.71	\$1,115.38	\$1,202.60	\$1,517.93
Web Page	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00
Annual Meeting	\$1,055.94	\$1,250.00	\$ 912.58	\$ 200.00
<b>Auction Income:</b>	\$1,122.50	\$1,294.00	\$1,251.00	\$1,233.00

Submitted by Joyce Edgar, Treasurer

This is an overview of the treasury. Monthly detailed reports are posted at each meeting. If you have a specific question please contact me at [djedgar@pacbell.net](mailto:djedgar@pacbell.net) or 619-593-8255

## TC Motoring Guild Dues

**DUES  
ARE  
DUE**

### Annual Membership:

\$26 for members in zips 90000 to 93300.

All others are \$22 per year  
(Won't receive local event flyers. But if  
you want them then just remit \$26).

### Mail to:

TC Motoring Guild  
1454 Chase Terrace  
El Cajon, CA 92020

Checks payable to: TCMG

*If you have questions  
contact Joyce Edgar  
at: 619-593-8255 or  
djedgar@pacbell.net*

*And this note came from Mark Beveridge  
when he sent in his dues.*

Although I recently visited the Los Angeles area, I just missed being able to attend the Conclave. However, I did manage to drop by Bob and Charlotte Wilmer's home in Santa Monica. They are wonderful folks!

I also conducted research on the early history of my car, TC 6013, at the Pasadena Museum of History and the Pasadena Public Library. I was able to find information on the dealer who sold the car and even made a pilgrimage to the spot where the car lot had been located. At the National Archives in Laguna

Niguel, I examined the U.S. Customs records for the Port of Los Angeles. They have the entry log books that list the British ships which would have brought our TC's to Los Angeles in 1948 and 1949. Unfortunately, the shipping manifests and consumption entry forms do not appear to have survived. These documents would have listed the contents of each shipment in more detail, even down to individual car serial numbers. Although these records were probably destroyed in the 1960's there is always the possibility that they will turn up. I intend to keep searching.

Mark Beveridge, TC 6013  
Grain Valley, Missouri

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## TCMG Member News

### Please welcome our newest TCMG member

#### Paul & Susan Hinchcliffe

2 Fieldstone  
Lakeville, MA 02347  
phone: 508-946-0179  
[mrmg@comcast.net](mailto:mrmg@comcast.net)  
1948 TC 5130 XPAG 5811  
Green / Beige

Paul said he would send more information and pictures later but he does also own a TD and a MGA 1600. Known history of TC begins in 1964 with Raymond Peritz of New York owning it and it being cream in color. Between 1974 and 1998 Eric Scott from Connecticut owned it and painted it green during a rebuild in the 80's. From 1998 to 2005 the TC went back to New York with the new owner of Edward Goldberg. Paul became the happy new owner in 2005.

#### Donna Mathison

We are sorry to hear about the recent passing of Donna Mathison. Services were held on January 14 at Loyola Marymount University. Donna was a special lady and will be missed.

#### Alison Glass-Lenarz

We are also sad to report that Gordon and Mimi Glass lost their daughter Alison in November. A fund to support the program that led her to achieve a PhD in Molecular Biology has been started in her honor. The Alison Glass-Lenarz Memorial Fund for AP Science Program at Newport Harbor High School, 600 Irvine Ave., Newport Beach, CA 92663



*Now here is a TC that probably doesn't leak oil. This TC pedal car might be on the small side though. It is owned by one of our TC Motoring Guild members, Mike Bailey in Utah. Maybe we'll have to start a TC Pedaling Guild chapter.*

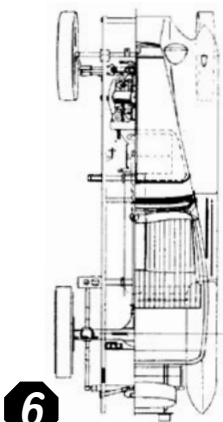
*The following was taken from a TABC group message where Jane, one of our new TCMG members, wrote about an experience she had while driving her TC.*

Speaking of a Miata, it reminds me of an incident which happened several weeks ago. I was stopped at a light when a guy pulled up on my right in a red (do they make another color, haha) Miata. He complimented me on Duchess and asked how I liked RH drive. I said that it was no problem and it allowed me to talk to cute guys like him. He replied, "Good answer!"

A (TABC) member commented that she was less than enthused about RH drive. I think that is part of what makes our cars so special. There is no cooler car on the road do ya think? My car is a far cry from pristine, but I get plenty of thumbs-up, honks, and waves. And you know how it is at the gas station. Yes, I love sitting on the wrong side, heck I love everything about my car. Awhile back there was much discussion on the meaning of M.G. I think that M.G. backwards has to mean Guy Magnet ;-)! What do you say Sally & Jean?

Jane Schmitt, TC 8237 EXU  
Charleston, South Carolina

*(Jane promises to send a picture of her TC soon.)*





# ALL ABOUT US

## ABOUT JIM AND NORMA CRANDALL

My love for MGs began in 1947 when I was still in high school. The “rich kids” drove cool cars: Ford woodies, three-hole Buicks, even Caddy convertibles. I was stuck with the old family Dodge. But one day a curious import appeared...a brand new MG “TC.” Just looking at its graceful lines erased all other “dream cars” from my mind.

It wasn't until 1960, after college at U.C.L.A., military service, marriage, and several years of employment as a high school art teacher, that I acquired my first TC, a 1948 bone-colored beauty with red vinyl upholstery. It became my wife, Norma's daily driver and my weekend hobby. Then, a nicely restored, red 1949 (EXU) TC belonging to Norm Turpin, became available, and, long-story-short, became our second TC. This car was restored by Mike Goodman in 1974 and, except for a few minor changes, is the car you will see us driving today.

One month after we bought our first TC, we were introduced to the TC Motoring Guild by Clarence and Barbara Weiss. We both got involved in the organization of then-popular navigational rallies as well as low-pressure “fun runs” like the “Gourmet Pique-Nique.” Soon after my first term as TCMG President, I was privileged to help Doug Wimer organize the MG Parade Lap at the '69 Riverside Grand Prix which consisted of 46 TCs, each chauffeuring one of the Formula



*Norma and Jim at a TCMG Wildflower Run.*

One contestants. During my seven years as the Club's newsletter editor, I also contributed monthly columns to the Long Beach MG Club's Spokesman and occasional pieces to Safety Fast. During this period, I began a correspondence with Russell Lowry, the very traditional General Secretary of the MGCC. After a friendly debate over the definition of a “classic” sports car, I persuaded him to write the forward for the first ever, International TC Register which was published by the TCMG in the early '70s. About this time, I acquired my third MG, a primrose 1967 BGT which I used for several years as a daily commuter, and even now, with new upholstery and a color change, this beautiful coupe is still running strong.

Interspersed between automotive activities, a temporary fling with yacht racing in the 70s and 80s resulted in a mighty outflow of cash and a meager inflow of brass trophies, but it also led Norma and I into a routine of summer sailing along the coast of Southern California with yearly visits to Catalina where we first met in 1955. It has been one of our annual “musts” ever since.

### NEW FEATURE:

*Norma came up with a great idea of including our member's bios on the TCMG web page. We all got together because of the TC's, but this club is as much about the members as it is the TC. We all have such interesting lives. But why limit it to the web site? The following is just a portion of Crandall's bio which appears on our web site:*

*tcmotoringguild.org/galleryag.htm*  
We are asking others to submit bios for the web site and this publication as well. Write something up, include pictures of interest if you want and send to either Jim Crandall or David Edgar (contact info on bottom of page 3 here and our club directory). Need help writing? Let us know and we can assign someone to do an interview.



*Son Jim, age 11, poses in our '49 TC on the grid at the '69 Riverside Grand Prix*

But life goes on outside recreational boating and MG motoring. For 35 years, my workday world included ten “exciting” years as a secondary school teacher with the remainder at tranquil L.A. Pirece College, always on the fine arts side of the aisle except for a brief encounter with graphic design and computers in the late 80s. During that “golden age” of public education, several sabbaticals to Europe infected both Norma and I with an urge to travel which continued after our retirement in 1991.

A short affair with a rare, 1962 MGA MkII Deluxe ended when it was sold to a connoisseur of collector cars right off the paint room floor during restoration. It was my fourth and last MG. Unless, of course, I should run across a dusty TA



*A snowy tour to Mt. Palomar when our yellow TC was red.*



*Norma in our '67 GT for an MG Homecoming race at Laguna Seca.*

Airline Coupe in some farmer's garage next time we visit the UK. Then, who knows?

*Jim Crandall*



# 2005 Holiday Party

Too many pictures and not enough space. I'll have to just let the pictures tell the story but lots of fun and enjoyment was had by many.



# The Day After Party Breakfast



The gathering for breakfast after the party was held at the Edgar's home. New member Bob Davenport (right) cooked up a storm. Recipe that many of you asked for is on page 13 by the way.



Bob brought his TC and of course many gathered around it.



We got to meet with two of our newest Guild members. Bob on the right and Mark Hineline (AKA TC 3409) on the left.



Another new to us TC was there. Belongs to Doug Pulver who isn't a Guild member (yet anyway).





## TCMG Annual Awards



Our annual awards were handed out at the Holiday Party. The Frank Mason Award for 2005 went to Pete Thelander for the club member who most exemplifies the aims of the Motoring Guild in the perpetuation of the TCMG.

Gene Olson was awarded the Earl Sargent Award for driving his TC the most on TCMG events.

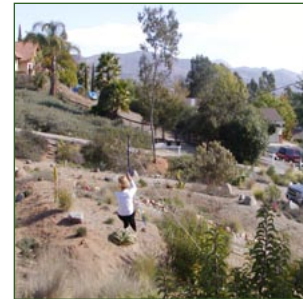


Also at the party, the newly elected Executive Council were announced. Pictured above are (l-r): Stan Belland, Pete Thelander (Ex Officio), Gene Olson, Lloyd Hendrickson and Ron Simon. Also elected but not pictured are Joyce Edgar (she was collecting money from auction) and Steve Simmons (who was working in Florida). After a bit of discussion, positions were settled upon and you can view them on page 3 of this issue.

## Daring "Young" Members



At the breakfast the morning after our Holiday Party several of our daring members went for a ride on the 150 foot zip line stretched across the Edgar's yard. It took some guts to jump off the ladder and glide down the cable (18 foot above ground at one point) while sitting on a thin nylon strap. Gene Olson and Karen Olson were first, Gene even going several times. We then brought the camera out and caught Norma Crandall, Kay Einhorn and Linda Chalmers in the act.



## Prosciutto and Goat Cheese Strata

Many had asked for the recipe that Bob used at the breakfast so here it is. It comes from the Dec. 03, Bon Appétit. Most of the work on this dish is done the day before, and you pop it in the oven in the morning.

### 6 SERVINGS

- 18 slices firm white bread (such as English muffin bread), crusts removed
- 6 ounces prosciutto, thinly sliced
- 8 ounces goat cheese, crumbled
- 4 ounces provolone, grated (about 1 1/2 cups)
- 1/4 cup chopped green onions
- 6 tablespoons thinly sliced fresh basil
- 5 large eggs
- 2 cups whole milk
- 1 tablespoon Dijon mustard
- 1/2 teaspoon salt
- 3 tablespoons butter, melted

Line bottom of 13x9x2 inch glass baking dish completely with 1 layer of bread, cutting some slices to fit. Arrange half of prosciutto evenly over bread. Sprinkle half of goat cheese and half of provolone over. Sprinkle with half of green onions and half of basil. Top with second layer of bread. Layer remaining prosciutto, goat cheese, provolone, green onions, and basil atop bread. Cut remaining bread into 1/4 inch cubes. Sprinkle over top.

Whisk eggs, milk, mustard, and salt in bowl. Season with pepper. Pour egg mixture over strata; press down on bread with spatula. Drizzle melted butter over strata. Cover and refrigerate overnight.

Preheat oven to 350 F. Uncover strata and let stand at room temperature 30 minutes. Bake until center is set, about 1 hour. Remove from oven. Preheat broiler. Place strata under broiler until top is golden, about 30 seconds. Cut into large squares and serve.



# Nov. 22, 2005 General Meeting Minutes

We began a few minutes late (8:17) since traffic all around was pretty bad. The routine of announcing incoming mail, approving the minutes, treasure's report, and membership report were gone through with the usual approvals and nods.

No guests were present but several Guild members who we haven't seen in quite awhile were present. Ernie Page from Scotland was present. He came over for a visit and was hitting several MG events including our meeting. Also present were Art & Sarah Ludwick (Art was interested in the model train program tonight). Great to see them and everyone else.

As far as the treasure's report goes we have a grand total of \$6,459.39 of which \$3,185.37 is budgeted for expenses so have \$3,274.02 not spoken for left. We gained 5 new members in the last month. We are up to 107 members now.

Minutes of the October meeting as printed in the Classic Chassis were given the OK. Thanks go to Pete Thelander for putting those together.

Holiday Party plans are pretty much finalized. Still have space for a few more members to join in. Dec 1 is the deadline.

Tentative date for the 50th annual TCMG/ARR Conclave has been set for Oct 13-15 and will probably be held at the Inn at Morro Bay (the old Golden Tee) where we've been before. Dates

were chosen to as not conflict with Al Moss's HCT tour (Sun. Oct 8 – Tues. Oct 10, 2006).

Old business included giving thanks to Tony & Cindy for arranging the Nethercutt museum tour. It was truly a magnificent tour of the shop area.

As Tony was not present no raffle took place but Art & Sarah Ludwick had brought a bottle of champagne for the raffle. We decided to give Art a warm-up for the Holiday Party auction so he worked the crowd and \$20 from Lloyd Hendrickson was the going, going, gone winning bid. Thanks Lloyd and Art too.

Lloyd asked if anyone remembered who mentioned the possibility of having Pico Wheel Services come out to our meeting to explain their services. No one remembered.

The meeting was adjourned at 8:37. Refreshments were provided by several people this evening. Fran and Linda had both brought some yummy baked goods and Joe had brought some chips and guacamole (from fresh avocados off his tree). Thanks to all.

After the break David McCanne talked on his model railroad hobby. He and several friends have gotten together and each have a modular piece of a layout



Art saw the train theme on the meeting flyer and had to see first hand. Sarah is wondering if they will have to convert one of their bedrooms over to a train room now.



Joe, Ernie and George catch up on old times.



OK the TC doesn't fit into the 20 and 30's theme but David couldn't resist it. Guess he could call it a TA though.



Yellow and brown car is one David built without a kit when he was 13 years old.



This Red Line Trolley car is one David built from scratch using a variety of materials. Each plank and trim piece is individual and not part of a molded set.

and they join them together. Layout is in HO scale and depicts 1920 and 30's period. David brought some of his favorite models including several that he built from scratch. Absolutely amazing detail. You can view some of the modules and trains at <http://www.trainweb.org/20s30s/> including David's. Thank you David for sharing a most interesting hobby.

Minutes taken by Secretary,

*David Edgar*



Ernie Page, Ron Toth, Kevin & George Kershaw look as David carefully puts the precious models back in the protective case.



Steve & Linda Simmons were the only ones brave enough to take their TC out in the cool weather.



Bobbie, Fran and Pete look over David's portable test track.



We love to talk and visit.



## Some TC Preventative Maintenance

*The following two blurbs were taken from the TABC group email. Lots of interesting stuff there. If you are not a member of the TABC they are a 700 plus member group of TA, TB and TC owners from around the world. No meetings, dues or commitments. Just 100s of emails on all aspects of owning, driving, and maintaining a TC plus a few off subject discussions as well. Check out the web site for more information.*

*mg-tabc.org*  
*These two items just so happen to come from the local John Seim*

On the topic of the tach reduction gear box.

*The reason that the box wears, aside from lack of lubrication, is too tight of fan belt tension. You should leave about 1" of travel in the fan belt. Just enough to hand turn the fan and water pump. Too much tension on the fan belt puts a strain on the rear generator bushing. This wears the bushing, and then the tach drive gear box housing.*

On the subject of cooling fan blades on a TC.

*Moss Part Number 434-340. Used on MGB roadsters from (c)306257 to 410001; GT's from (c)139472 on. I've been installing them on cars here in Southern California (the desert) ever since the 1979-82 Datsun 210 six blade plastic fan supply dried up at the wrecking yards. The MGB Fan has the same bolt pattern as the T series. Even if the fan bolt holes have been enlarged from 5mm x 0.75 to 1/4-20 or 1/4-28. Large hole in center fits on pulley with no problems.*

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

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Lane Rollins

(503) 654-2870

email - [info@gofwest2006.com](mailto:info@gofwest2006.com)

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## July 3-7, 2006

Registration fee in US dollars is:

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## Searching TC History

Hello from the home of the TC!

I live about 15 miles from Abingdon in the UK and am the dedicated owner of TC 7045 manufactured in October 1948.

I am looking for help in tracing as much history of my car as possible. It was exported to the USA soon after manufacture, at that time coloured red. In the 1960's somebody painted it green and then the trail of ownership follows:

1960's (Late) bought by a friend of Gary Lee Byrd

1975 Bought by Gary Lee Byrd, private owner

1977 Marc Evans, dealer, of New England Classics, Stratford, Connecticut

1977 Frank L Barrett, private owner

1990 Barry Walker (dealer in the UK who imported it back over here)

1990 Bought by me, Chris Oswald, private owner

I wonder whether your club has any records of my car, or whether you may have any idea of the fate of the garage who carried out some servicing on the car in 1972 (I found stickers on the toolbox) Joe Verbiesen & Son of 11537 Ventura Blvd, Studio City, California - (I had thought that they may have some records sitting in a dusty box somewhere)

Yours Octagonally,  
Chris Oswald  
[chris@coswald.freemove.co.uk](mailto:chris@coswald.freemove.co.uk)

*I wrote Chris that Gary Byrd currently lives in Studio City but I had no contact info. Perhaps someone else can help Chris.*

*I also mentioned that Verbiesen is no longer in business.*

*I did check the mid-60's MGTC Owners Register but did not find his TC listed.*

*David Edgar*

## Cover Story

While Andrew Clayton, TC 4054, Melbourne, Australia is not a TCMG member I couldn't pass up putting this photo sent to the TABC group on the front cover. It just captures the joy of owning a TC and the spirit of getting the younger generations interested in the TC.

Andrew bought the TC in 2001 after she was stored in a shed for about 15 years. The TC had been built up by a young engineer named Tony Penington in the early '60's. Tony built it up from a bare chassis, making the body and almost everything else by hand - that's why it's a bit odd in quite a few of the details. It was built as a bit of a hot-rod with a very warm Holden (GM) 6 cylinder engine bored out to about 190 ci. It ran the usual stuff like triple SU's, hot cam, extractors, etc and by all accounts was rather quick (for a TC) - top speed around 130 mph and quarter miles in under 13 seconds.

Somewhere between the 60's and 2001 the engine had been switched back to an XPAG. Starting at the front, she has a strengthened and boxed chassis, telescopic dampers, panhard rod, radius arms, cycle guards, 15" front and 14" rear wheels, finned brake drums, rack & pinion steering (Morris?), steel body frame (no wood) with seam welded panels, reinforcing hoop under the dash (from a TD?), bucket seats, modified instrument panel and transmission tunnel, and a Holden differential. He thinks she was built as a hillclimb car due to the small diameter rear wheels,

Andrew keeps referring to the TC as "she." While he doesn't publicize it the TC's name is actually Maggie which is something of a private joke in the family.

Some of you may recognize Andrew as the TABC chap who is having an aluminum XPAG block made up. While pretty much identical from the outside, it will have a stronger MGB 5 main crank and other improvements inside. If all goes well he may offer the blocks for sale.



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## 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](http://www.tcmotoringguild.org)) or write directly to our Membership Chair:

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