



# TC Motoring Guild CLASSIC CHASSIS

*Winter Edition*

*December 2007*



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A publication of the TC Motoring Guild, Inc.  
P.O. Box 3452, Van Nuys, California 91407

## MEMBERSHIP INFORMATION

Annual Membership: \$26 due and payable on January 1st of each year for members in zips 90000 to 93000. All others \$22 per year (won't receive local event flyers).

New Memberships: Dues plus a \$10 initiation fee. For more details, see our web page ([www.tcmotoring-guild.org](http://www.tcmotoring-guild.org)) or write directly to our

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**ON THE COVER** Stan and Esther Belland's beautifully restored TC backed by a lush, Central California vineyard says it all for the 51st TCMG/ARR Conclave. Photo by David Edgar

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## CLUB REGALIA

**TClinics:** Send for a free index of over 60 ways to keep your MG "TC" operating safely and reliably. Price per article: \$.20 members; \$.50 non-members. Index is also on our web page for download.

**MG Through the Ages:** MG in pictures, 18" x 24" poster; \$1.75 members, \$2.75 non-members.

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

### TCMG MEMBERS ONLY

**Club Badge:** \$25 if picked up, \$30 if mailed

**Club Pin:** \$3 if picked up, \$5 if mailed

**Club Cloth Emblem:** \$4.75

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*Prices beyond our control subject to change. U.S. postage is included in prices (international postage is extra)*



## president's MESSAGE

by Steve Simmons

Tonight I called the old trusty time announcement number. You know the one - dial 853 and then any four numbers. Out of nostalgia I even used the old rotary phone still hanging on one wall of our home. However instead of the usual friendly woman's voice telling me what time it is, I was greeted by an announcement that as of September 19, the time announcement service has been discontinued. At least she was kind enough to apologize for the inconvenience.

I found myself very much saddened, as if an era had passed. In a sense I suppose it has. Cell phones and computers now update automatically, synchronizing with atomic clocks. Long gone are the days when a woman actually read the time live on the telephone. That was 78 years ago when the service was created.

They say the aging equipment which supports the time announcement service is no longer supported and parts are non-existent. They say it is no longer economically desirable to keep this part of our history online. Still, I will miss the familiar woman's voice on the other end of the phone line each time I want to set the various clocks around the house. If only we could fix her as easily as we pick up the phone and order parts for our 60-year-old cars.

I will never forget dialing all the possible combinations as a child, hoping to find one number that didn't work or perhaps an alternate voice. I wonder if children these days even know of its existence. In all likelihood they wouldn't care even if they did know. Such is the way of "progress".

Farewell Ms. Time. You will be missed!







*Long love affairs accumulate memories. Mine with cars has lasted now for about 60 years and a million miles. Small wonder then, that when I peer back along that road of memory, some short sections shine in my mind's eye.*

## myMEMORABLE RIDES

August, 1955 – Munich, Germany

### Fifth in a series by Stan Belland

Esther and I were living in southern Germany, enjoying a European honeymoon, courtesy of the US Army. With some skimping and saving, we had bought a 1953 MG TD from a friend who was returning to the States.

I had a three day pass and Esther had gotten some time off from her job with the Red Cross and we were off to Switzerland, heading east from Stuttgart on the autobahn. The sun was bright, the TD purred along and adventures lay ahead. Life was good.

I had never owned a sports car before and I enjoyed using the gears. I downshifted from time to time, just to relish feeling like Stirling Moss, driving a grand prix race. But mostly we took advantage of the no speed limit rules of the autobahn and drove flat out.

As we neared Munich, I noticed that downshifting seemed to be getting a little difficult, but decided that I just hadn't learned to shift properly yet. After getting past the traffic near Munich, I went to shift up from third to fourth and found I couldn't! The gearshift moved freely – too freely – and the car remained in third.

As I limped along to the next off ramp, the magnitude of our disaster began to become clear. We were without doubt many miles from any place that might know how to fix a British car. The looks the car elicited from the German populace made clear that it was a curiosity here. We had no money to get the car fixed, even if we had found a place. We spoke no German and couldn't even ask for help. As we drifted to the bottom of the off ramp, we could see that we were in the middle of farm country. There was no sign of even a village.

Then I spotted a small service station, about half a mile up the road, perched on a hill overlooking the autobahn, with the ubiquitous, black and yellow "Agyptgas" sign. We made our way to it and pulled in. Two young Germans in coveralls came out, obviously delighted and fascinated by the car. They walked around it, grinning as they examined it closely.

I called up my meager GI German. "Ist kaput", I said, wiggling the useless shift lever. They nodded at me and grinned some more. I pointed at them and shrugged my shoulders, palms up, and they both grinned and nodded. We pushed the car into the repair bay and there ensued discussion, partly German, partly English, partly sign language. It's curious how when you don't speak a language, it seems best to speak English a little louder, using a burlesque German accent and making a lot of hand gestures. But it seemed to work, even to the point of letting them know that we didn't have much money.

Eventually, it seemed to be understood that they would try to fix the car and that they would accept as pay, an opportunity to drive it – on the autobahn. They took the top off of the transmission, seeming to know what they were doing and pointed out to me that the shifting fingers in the gearbox had come loose. I still don't know how the mechanism works, but they quite efficiently tightened what had come loose, put it back together and showed me that the shifter now seemed to work perfectly. And now it was payoff time. Esther and I stood in the station and watched them take off down the road toward the autobahn in our TD. We could see them down there as they got onto the on ramp and then we heard them redline the little car up through each of the gears.

We owned the car for several years after that and it never again got the workout those two young mechanics gave it. We could hear the engine howling as they disappeared. They were back in about twenty minutes and we shook hands all around with smiles and back slaps. Esther and I got in the TD and back on the autobahn. The car behaved beautifully



*Talk about memorable rides!  
Climb aboard the...*

## FLOATING CARS OF VENICE

Compiled by Jim Crandall

*Livio De Marchi is the only man who drives a car in Venice. The artist's wooden car sculptures float on water, enabling him to drive around his home town, much to the delight of tourists and locals.*



Born in Venezia, Italy, De Marchi studied art and drawing at the Accademia di Belle Arti. He started working in marble and progressed to bronze and finally on to wood (which is his favourite medium).

Amongst some of his works are the truly amazing floating cars--including a Mercedes Seagull, a Volkswagen Beetle, a Ferrari F150 and the 1937 Jaguar (not an MG TC) pictured above.

De Marchi has his collections currently displayed in a number of museums, such as Miniature Museum of Contemporary Art in Amsterdam, Stiftung Auto Museum in Germany, and the Ripley's Museums in Florida and Wisconsin

See Signore Di Marchi's car collection and other amazing works in wood at: [www.liviodemarchi.com](http://www.liviodemarchi.com)



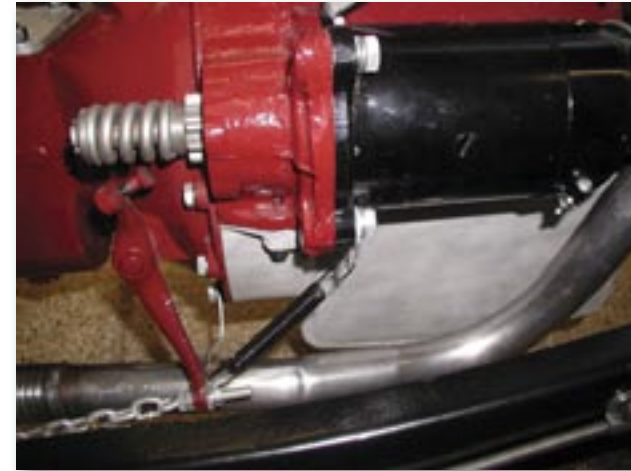


## A technical review of the **MG 'TC' EXHAUST SYSTEM**

by Doug Pelton

*The exhaust system has been one of those areas that have plagued numerous TC owners with countless hours trying to fit and fix habitual exhaust leaks with modern day replacement parts. In order to understand the system and offer solutions, we must review each segment starting with the exhaust manifold and continue to the tailpipe. This review will also offer what was original, what is available today, and solutions to common problems.*

**1. Exhaust manifold:** There are 3 studs screwed into the manifold to hold the down pipe. Through the years some of these have been stripped out and replaced with an oversize hole and bolt. Just use a helicoil to return to the original studs. Also, before you use a pipe wrench or piers to extract or insert the studs, just double nut them, tighten, and then use a normal wrench to remove or replace. This avoids any damage. Also, you should note the length of the manifold studs. TC studs are 1 7/8" long compared to TD studs which are 1 1/2" long. Through the years parts have had a tendency to migrate between models.



**2. Exhaust manifold and down pipe connection:** The order of assembly for this area is the manifold, layered (copper and asbestos) gasket, cupped washer, down pipe, which are all held in place with the flange and 3 brass nuts. The original system had the cupped washer as central element that was the key to the design. The cupped washer was made to fit snugly into the flared end of the down pipe to complete the seal and yet rotate and swivel to allow alignment of the down pipe to the engine bracket and muffler.



Many installations have had no problems and the system has bolted together as stated. However, many of today's replacement down pipes have not been "flared" to the correct diameter of the cupped washer. Therefore, there can be a gap of up to 3/16" between the wall of the down pipe and the cone of the cupped washer. This has led to the chronic exhaust leak. In the long term, the manufacturers must adjust their tooling to correct the problem. In the short term, for those that experience this problem, there is a simple solution. That solution is to discard both the cupped washer and copper gasket and replace it with the exhaust flange gasket of an early model MGB. It has a combined cone washer with gasket material that fits nicely into both the exhaust manifold and exhaust down pipe. Tighten the brass nuts and lock washer

and you are done; almost. Did you know that the original brass nuts (10mm x 1.5) are longer (about 1/2") in length? These original nuts have somehow been lost with time and replaced with modern standard thickness metric nuts.

6

**3. Bell housing bracket:** The next point of attachment is the down pipe to the bell housing. This has also been a problem area in that it does not always connect to the bell housing. Originally, there was an additional bracket that has lost, misplaced, or discarded. When the engine and gearbox was installed at the factory, they had a metal tab bolted to 1 bolt on the bell housing (at the 5 o'clock position). It had 2 additional blank holes that were also elongated for adjustment. According to the original MG Midget Factory Specifications #259, there were 2 - 5/16 BSF x 5/8" bolts w/ flat and lock washers used to attach the welded tab on the down pipe to the bell housing bracket. Depending on the today's exhaust system manufacturer, the welded tab on the down pipe may or may not fit directly to the bell housing. If it does not, you can make a simple bell housing bracket. Just use a piece of stock steel measuring 2 1/2" long x 3/4" wide x 1/8" thick. Drill a 5/16" hole for bell housing bolt and 1 or 2 - 3/8" holes for exhaust pipe bracket tab. There have been reports of some who have replaced or re-welded the down pipe tab with a longer one to get it to fit.



Others have simply ignored this tab and never bolted it to anything which has never really caused any other problems. This hand made bracket solves the bell housing connection problem.



**4. Down pipe to muffler connection:** This connection is very simple with the flange compressed against the muffler with a gasket in between. The 2 studs are integral to the muffler itself. Original size nut was 3/8 BSF with flat and lock washer. A simple trick to hold the gasket in place during install is to use a little "plumbers putty" on the gasket and press in place. This will hold it temporarily and squeeze out when tightened to form a seal.

**5. Muffler:** Original factory documents refer to the muffler as a "Burgess Silencer". Burgess was the manufacturer back then and is still in business today as Burgess-Manning manufacturing the same. The muffler is bolted to the frame with 4 - 5/16 BSF x 5/8" bolts, lock washers and hex nuts.

**6. Muffler to tail pipe:** One item that is conspicuously absent from parts manuals and even the factory #259 specifications is that there was no clamp to connect the tail pipe to the muffler. The simple reason is that when the tail pipe was mated to the muffler at the factory it was welded in place. There was no clamp. However, today's mufflers and tail pipes are sold separate so they do require a clamp. The simple solution is a standard 1 1/2 exhaust clamp available at any local muffler shop. However, if you want to have something that would be correct for the "period", I would suggest 3/4" wide, 1/8" thick strap steel wrapped around the connection and held with a single 5/8 BSF bolt. This would be similar to the tail pipe "P" clamp with out the tab to bolt to the frame.



(Continued on next page)

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## Muffler System (Continued from Page 7)

**7. Tail pipe clamp:** The tail pipe clamp is readily available and holds the tail pipe rigid to the frame just below the gas tank area on the driver's side. It requires a 5/16 BSF x 7/8" bolt with flat and lock washer and hex nut.

**8. Flexibility:** The exhaust system is held rigid to the engine, from the exhaust manifold to the connect point at the bell housing. It is also held rigid to the frame, from the muffler to the tail pipe. In order to allow flexing between

the engine and the frame, there is a "flexible" portion of the down pipe between connecting bolt to the bell housing and the muffler.

**Final thoughts:** If you experience any uncommon noise from your system, it is normally caused by a crack or hole in the pipe or muffler connections. I would suggest you inspect each of the areas discussed above and hopefully it is only a matter of loose hardware. Although original systems were made of plain steel, most of today's replacement systems are stainless steel. These newer systems provide years of durability. **OO**

*I would welcome any comments on the above sent to: dougpelton@cox.net.*



## myEARLIEST RIDE

*At left is a photo of TCMG member Bill Hoak of Cambria, California at the wheel of his first T car, possibly ready to participate in a very early Labor Day Cambria Pinedorado Parade. Bill offers this as proof positive that he is NOT older than the MG Car Company.*

## The MG-L goes to PEBBLE BEACH

by Cindy Henkels

Ohhhhh....to be accepted at Pebble Beach!

We had no idea we were going to be treated like Royalty, lavished with gifts and extraordinary food. Our dining room table and a card table were filled with all of the beautiful things that were given to us, a gorgeous cashmere blanket, a sterling silver pen from Tiffany's, a suitcase, and a briefcase just to mention a few.



We arrived on Wednesday to meet the car. We were first told it would be in a warehouse in Seaside, no, now at a hanger at the Monterey airport, no, in Salinas, no, at a private residence in Pebble Beach, no, at the Polo ground, no, in a Parking structure at the Pebble Beach Lodge, no, in a parking structure near the Pebble Beach Lodge at Casa Palmero, YES!! After several calls, (these transport people are really wacky), the car arrived. Hooray, and it was safe and sound! It ended up being in the perfect place for storage, an underground parking structure with 24 hour security. Very nice that it was out of the damp air that left other cars wet every day by being outside.

Thursday was the 'Tour de Elegance', a 58 mile drive for the Concours entrants.

The cars met at the Polo ground and off we go. Just a couple of miles out, the car died! Nooooo Lulu Belle you can't do this!! After backing the car to the side of the very narrow two lane road, Tony looked it over and found a gas line was getting hot and seemed to be boiling the gas out of the line. It was happening when we would go up a hill and acted like it was running out of gas. He got it going, only to happen 3 more times, each time running cold water on the line and waiting for it to cool. Tony then figured out if he didn't try to floor the gas pedal and just give it a little gas, the car would keep running. Yes, we were back and running again! We stopped at our breakfast stop on the Tour, drove through Carmel Valley, then onto Pacific Coast Highway. Gordon Glass had told us he and Mimi would be on PCH watching for us to come by. Well, we couldn't miss them!! They were waving a huge hot pink sign reading Yay Henkels! Along with them were Kevin and George Kershaw and Jack & Rosie Arntzen from the MG Vintage Club. On the way back up PCH we stopped at the side of the road to say hello to our fan club. They gave us best wishes and the sign they made. It certainly made us feel special and such a wonderful and thoughtful thing to do! We drove into Carmel and there were sooooo many people waiting for all the cars to arrive. There was a really good lunch for us in the park. What a wonderful day it was!



*Courtesy of local paper*

(Continued on Page 15)





## 51st Annual TCMG/ARR Conclave

*We dine, we drive, we line 'em up!*

*Photos by Steve Simmons*



Once again, the Cambrian contingent of the TCMG: the Bellands, Mc Karneys, Weisses and Pedersens, put together two memorable days of motoring over the scenic byways of Central California.



The event combined that perfect blend of sight-seeing, story-telling, tire-kicking and overall camaraderie that typifies the traditional yearly meeting of two of the oldest and proudest MG clubs in the country. Ed.





## Conclave Closeups

by David Edgar



The Olsons of Woodland Hills.



Two more generations of Carlsons.



A different perspective on San Francisco's Allan & Linda Chalmers.



Bob & Caroline Alley of the A.R.R.



Larry & Barbara Long of Sta. Maria



Ridgecrest's Gene & Deana Roth



San Jose's own Bill Traill.



The Westcotts of Fairbanks, Alaska



Samo Bob and Cambria Bob.



12 Atascadero's Marilyn Maxwell and Betty Gaw at the Porsche lineup.



All the way from San Anselmo, Richard & Judy Storms.



TCMG's 1st Couple, the Simmons' of Woodland Hills.

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## MG-L at Pebble Beach

(Continued from Page 6)

The next morning we were having breakfast at the hotel and Tony's brother was looking at the paper. Of course on the front page was an article about the 'Tour de Elegance'. But on the back page, the continuation of the article was a picture of LuLu Belle broken down on the side of the road! I guess if LuLu Belle was going to break down, it was going to make the news! Under the picture it read, Didn't even make it out of Pebble Beach! I wanted to call and have them retract that statement, we DID make it out of Pebble Beach and completed the Tour drive. We have the green ribbon to prove it!!

'Summer of Love' was the theme of the dinner given for us Saturday night. We were given beaded peace necklaces, bracelets, John Lennon glasses, and tie dyed scarfs to wear. They also had rainbow boas and wigs, but we passed on those. The room was all decorated like in the 60s, the band playing all the old tunes, and even go go dancers with the fringe dresses! It was a buffet and I have never seen so much food, it was all outstanding! It was really a lot of fun!



LuLu Belle looked beautiful on the grass Sunday at the 'Concours de Elegance.'

The buttons were popping off Tony's shirt! There was a mix up with the class. We thought we would be in the Preservation class, I guess they thought Tony had done too much to the car. We were in the 1925-1941 class with cars that had been completely restored, so no chance winning. But we won just to BE there!! It is a once in a lifetime experience we will never forget!! OO

**on  
eBay!**

Look at item #170164054352 on ebay. It is an ornament of Nigel Shiftright driving his TC. There are 95 left right now but am told they will make more depending on demand. The auction will probably run out before the Chassis comes out but one can contact: Ben Cordsen <sculptart@hotmail.com> direct.



## MINUTES OF THE OCTOBER MEETING

Steve Simmons called the meeting to order at 8:57 pm after a sumptuous lasagna dinner cooked by Linda Simmons and augmented with salads and desserts by other members. The mailbox held two items - a flyer for the Vintage MG Club of So. Cal 34th Annual Parts Exchange on Sunday, November 18, 2006 across from Cal State Fullerton and the Abindgon Rough Rider Review. The treasurer's report showed \$3663.76 in unallocated funds with a balance of \$7349.41.

### Programs

- Lloyd Hendrickson has contacted Bobbie'dine Rhodda and she has agreed to speak at the November meeting.

### Events

- Christmas Holiday party is scheduled for Saturday, December 1, 2007 at the Town & Country in San Diego. All the information is in the October Mini Chassis. Get your reservation in to Joyce Edgar ASAP.

### Old Business

- Ron Simon gave the Conclave report. The Rallye put on by the Cambria group was very clever and entertaining. Participants collected tokens at various wineries on the tour that were then converted to raffle tickets for a drawing of MG jewelry. Eulogies were given in remembrance of Dwayne Carlson and Phil Frank. Forty-two people participated and there were 17 TCs.
- The October event started at the Henkels to see the Pebble Beach memorabilia that Tony and Cindy collected when showing their Lincoln. After some coffee "and" the group toured to the Eaton Canyon Nature Center.

### New Business

Nominations were opened for 2008 officers.

Dave Coleman	Stan Belland
Ron Simon	Joyce Edgar
David Edgar	Gene Olson
Pete Henderson	Don McLish
Dave McCanne	Steve Simmons

Bob Wilmer will contact those not present and will mail ballots to the membership.

A rousing round of applause was given to Linda Simmons for organizing and cooking two kinds of lasagna - traditional and Portobello mushroom - as well as preparing yummy appetizers. Meeting adjourned at 9:27 p.m.

Respectfully submitted by

*Fran Thelander*

*Welcome to new members, C. Joel & Tashimi Shapiro of Hollywood, and Richard and Sandra Loe of La Canada/Flintridge.*



**16** 1st Lady Linda sets the holiday table.



Linda and Cindy can really dish it out.

## THE HALLOWEEN POTLUCK

*Photos by Ron Simon and Pete Thelander*



"You know Fran, we really should have come in costume."



"Hey judges! How about these?"



"Nice try, Steve, but no cigar."



"What are you supposed to be, Harvey?"



And the 1st and 2nd prizes go to.....?



.....Tony and Cindy Henkels, of course!



# comingEVENTS

IT'S NEITHER TOO LATE NOR TOO EARLY TO SIGN UP FOR THE EVENTS BELOW

Only a few days left to sign up for the Annual....

## TCMG Holiday Party

Saturday, December 1st  
at the

**Town and Country Resort Hotel**

500 Hotel Circle, San Diego, CA

**\* Room Reservations:**

(800) 772-8527  
\$119 for one night  
\$189 for two nights  
(Mention the TCMG Group)

**\*Dinner Reservations**

Check to TCMG, mail to:  
TCMG c/o Joyce Edgar  
1454 Chase Terrace  
El Cajon, CA 92020

**Dinner Deadline: November 23rd!**  
Choose from entrees below and call  
Joyce Edgar asap at (619) 593-8255

SALMON FILET ☐ BEEF TENDERLOIN ☐ VEGGIE ☐

(Dinners are \$28 for members. Please check with Joyce for non-member pricing.)

\* Don't forget to bring a car-related item for the Auction, and PLEASE remember an unwrapped child's gift for donation to this year's charity.



*Why not make a weekend of it?*

There wil also be a casual gathering on Sunday at 11:00am for fun and eats at the home of David & Joyce Edgar. Please RSVP (619) 593-8255 or djedgar@pacbell.net



Register Early for.....

## GoF West 2008

Monterey Bay, California

July 2-6

Registration Fee: \$45 US before April 1, 2008

\$55 US after April 1, 2008

In-Spirit: \$25

Send the following info plus check to:

MikeCampbell  
3570WillowStreet  
Bonita, CA 91902

**Hotel Information**

(Make your own reservations)  
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**Tuesday, Nov. 27th**

If you missed the last, entertaining presentation by well-known car collector and automotive photographer,

**BOBBIE'DINE RODDA**

she'll be with us again at the November meeting.

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### **Midget Chassis/Classic Chassis**

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