The Midget Chassis

David Edgar, Editor 1454 Chase Terrace El Cajon, CA 92020



First Class Mail



April 2009



DOUG WIMER

Mr. TC Motoring Guild extraordinaire; winner of the Frank Mason Award four times; past Guild President multiple terms; responsible for putting out the International MGTC Owner's Register Directory circa 1965; co-chair of '97 GoF at Park City; helped many, many people with their TCs, challenged many of us in his diabolical rallyes and driving events.



Santa photo we believe was taken by Barney Jackson. Other two photos provided by Jim Crandall and taken at '05 Conclave.

See more tributes and memorials to Doug on page 8.



What's InsideMcLish's Garage TC Motorhouse Ramblings3March General Meeting5TCMG 2009 Event Information7TC Grease Fittings - A Different Angle10TEK TIP 4-0114



818-788-3375 . 818-788-3377 . 323-872-1122 FAX 818-788-0516 E-MAIL jkavan1497@aol.com website: www.kavanaghmotors.com

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The MIDGET CHASSIS April 2009

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All contributions: articles, letters, advertisements, and captioned photos for the next issue should be sent to:

The Classic Chassis c/o David Edgar, 1454 Chase Terrace El Cajon, CA 92020 email: djedgar@pacbell.net

View this issue in FULL COLOR on the web: tcmotoringguild.org

Deadline for submissions to the May Midget Chassis April 10th!



Live from MCLISH'S GARAGE Ramblings from the Olde TC Motorhouse

As you will remember from last month, I had found my MG in February of 1965 in the toasty heated showroom of Duluth Motors, the Cadillac dealer, after constantly scouring the paper for ads. I had signed the papers so all was safe, mostly, well sort of. So the next day after classes without

mentioning to my parents, I simply had my friends take me down to the nice warm showroom of the Cadillac Dealer, Duluth Motors, and I would pick up the car, take it home, and deal with the parents approval thing last. It was probably best not to cut another physics lecture. My car was now safe.

The first problem I had was how one even gets into these things. Frontward, no wait, that won't work. Backwards, no... hmmm. You must develop a technique of putting your leg in first then sliding in, then the other leg, a ritual I did not have then and had to learn. The only thing the dealer said was, you turn on the key, and wait for the clicking to stop before starting it.

Now keep in mind the MG has no snow tires, and this was winter, snow and ice on the ground, and a mere 22 below zero. Just getting the car home was quite a trick because it had no traction on most hills. I had to sneak around on longer lower grade roads to finally get it home. I

remember driving that cool car down our hill on Chester Parkway in Duluth. It seemed to me that all the shades of the houses flew up as I drove past, people peeping out in shock, as a car of this sort had never darkened the street before. The closest thing to it was one summer when a college student of



questionable motive and midwest properness had come down our street with a 49 Ford convertible but this classic MG roadster was several notches of corruption past that. Well my parents were not pleased. Now you have 2 cars? What will you do with two?

They wanted me to give the Chevy to my brother. The MG became my one and only driver. I drove it to school, home, and wherever. I did purchase Volkswagen chains for it which fit after a little modification. I (continued page 12)



TCMG March Meeting



Tuesday, March 24th

8:00 PM

A 50+ Year Look at Our Early TC Pioneers, Their Cars. and Guild Activities

Citibank Community Room, 2350 Honolulu Ave Montrose GPS coordinates: N 34.206 W 118.229 Meeting room entrance is at the rear of the bank downstairs.

Our program chair, Gene, is looking for other meeting program ideas. If you have (or know someone who has) an interesting hobby. career, event or ? to share then please contact Gene to schedule. Do not be shy as what is mundane to you might be very interesting to others. Gene: 805-522-8052 or olson a@msn.com

Don McLish will present a slide show of the early TC Motoring Guild shots and some loved people and their cars, Earl Sargent, Frank Mason, Harvey Schnaer, Barney Jackson, Doug Wimer and others.



Phil Marino, Doug Wimer, Jack Berry and Bill Fulton in 1979. Photo by Don McLish

TCMG Executive Council 2009

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(none)

Dues Time for the TCMG

Annual dues remain at \$26 for local So. Calif members (living in Zips 90000 to 93300) and \$22 for all others (unless you want the special flyers on local meetings and events, in which case the fee is \$26.00). It is time to mail yours in.

Make check out to TCMG and mail to:



Joyce Edgar 1454 Chase Terrace El Cajon, CA 92020 Email: djedgar@pacbell.net



We receive many notes enclosed with dues checks. Here are couple of them.

It is presently +5 deg. snowing and blowing about 35 MPH. wind chill -25 degree blizzard. Consider yourselves lucky to be in CA. I just got back from Phoenix and almost dropped dead as I exited from the airplane.

Larry Leclerc, Fargo, ND

Although I retired in July, TC progress has been quite slow. I thought I would be making great strides on the TC, but my daughter bought an old cabin near ours . . needed a lot more work than we anticipated

Richard Loe, LaCanada, CA

(Ed note: some of us know how the rest of the story goes all too well Richard. Good luck.) Dues deadline to be in the 2009 TCMG Directory is March 24 (our March meeting).

Bill Hentzen sent his dues in with the custom postage stamp below.

Salmon & Sons Tickford Coachwork was a company that built tickford bodies fitted to the MGTA and TBs (as well as Bentleys). Bill has a TA Tickford (quite rare) as well as his TC.



TCMG 2009 Events



Sunday, March 22 Leonis Adobe Tour

What: Join your fellow TCMG'ers for a tour of Leonis Adobe, a 165-year-old historic ranch estate located in Calabasas. A 35-mile scenic drive will precede the tour, ending at Leonis Adobe. Lunch will follow the tour at Sagebrush Cantina right next door. Please note that the tour costs \$4 per person. See leonisadobemuseum.org for more info.



Coogie's 23755 Malibu Road

When: Meet at Coogie's in Malibu for breakfast at 9:30 AM. We will depart on our driving tour at 11 AM SHARP! That's 10:30 departure for those on "TC Time". For those opting out of the scenic drive, we should arrive at Leonis Adobe by 1:00 PM. The tour starts at 1:30. Lunch will be at 2:30.

Where:

Leonis Adobe 23537 Calabasas Rd Calabasas, CA 91302

Steve Simmons
TCMG events chair

Saturday, March 28 (unofficial event) Cars & Coffee British Car Day

Malibu, CA 90265

The planned TCMG social event for early April has been scratched from the calendar. As a consolation we bring you Cars & Coffee's unofficial British Car Day. Dozens of British cars will be gathering early at the show to park together in the featured lot. Bring your TC or other British car and enjoy a morning of good cars and great company! Several hundred classic

and interesting cars will be on display. Coffee and snacks are available at the event. Breakfast will follow at a nearby restaurant for those interested. Cars & Coffee is located at the Ford / Mazda Design Center at 7905 Gateway Blvd, Irvine, CA 92618. Arrive by 6:30 to get a parking spot! Yes it's early, but you will not be disappointed!

Late April (date TBD) World Class Motoring/ Paramount Ranch Raceway

This event will begin with breakfast snacks at the Simmons home in Woodland Hills. We will then embark on a 15-mile driving tour of Mulholland Highway, ending at Paramount Ranch Raceway in the Santa Monica Mountains, where a guided tour will be led by a park ranger. A short 3-mile scenic drive will then take us to World Class Motoring where a catered BBQ lunch will be waiting. Afterward you can browse the many interesting automotive books and accessories on display, and test your driving skills on their amazing racing simulator, which includes many classic cars!

Sat & Sun, May 2-3 (unofficial TCMG event) VARA / Moss Motors British Extravaganza

This yearly event in Buttonwillow is not to be missed! Come see dozens of vintage racers battling their way around the race track. Will Pete Thelander hold off his rival MG NE? Saturday night will host a BBQ dinner and Sunday includes a car show.

Doug Wimer 1926-2009

For those of you who did not hear via the email, Doug passed away the morning of March 8 from a stroke Doug had suffered from Alzheimer's the last few years which was hard on him and Ilene, his wife of 62 years. Note the new address from what is in our last directory.

Ilene Wimer 2155 W 700 S, Unit 40 Cedar City, UT 84720

Doug was such a wonderful man and a special friend to Frank and I. We (I) have such fond memories of our times with Doug and Ilene.

Carol Borgardt

She went on to say: Frank continues to decline. This is a horrible disease! My heart goes out to the Wimer family.



Doug putting his TC through some hard cornering. Photo from circa 1963

Joyce and I remember meeting Doug when we first joined the Guild and he was very welcoming to us. The first Guild event we went on was the Monarch Bay Beach Party he organized in August 1973. We remember his playing Santa at the TCMG Christmas Parties.

He was a leader and promoter of the TC and Guild and brought in many new members. In fact he is the reason we have the Utah contingent in our Guild how. He would drive his TC to work 50 miles each way on the LA freeways.

Fabulous fellow and we will miss him. Our prayers to Ilene and family.

David & Joyce Edgar

Jan and I will miss Doug greatly, his kind understanding smile, compassion, and devotion to the TC. I remember Doug in so many positions in the Guild, as president, and various other positions on the board which he always served faithfully with a humble whole hearted honest dedicated attitude of serving. He took the TC and using it very seriously, and worked vigorously to promote new members, always kind, helpful and encouraging. His events though extremely well planned and organized had a laid back feeling that made you feel comfortable, at ease and welcome just being around him. A favorite memory of him was the hero and villain spoof video we made one time in the 70s or maybe 80s, and he would take out his handkerchief and meticulously dust off a single piece of dust from the radiator cap and polish it. His red TC was always immaculate, and he is greatly missed. Peace and comfort to Ilene and the family which can only come from above.



Glenn Binford, (unknown), Doug and Joe Douglass at an Arrowhead rallve in '79.



Doug, Bob Wilmer, and Gene Roth at Yosemite during '03 Conclave



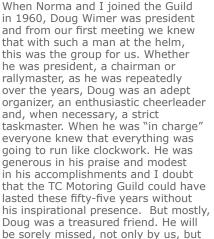
Clarence Weiss and Doug reminisce on the cigar incident years earlier. This photo from '05 Conclave



Rare photo of Doug at a bar (but he did not swallow) with TCMG Utah member Mike Bailey in '05



Doug sporting a beard and mustache and sitting along side Jeanne Douglass. Date ??



by everyone who knew him. Jim & Norma Crandall



Thank you to Don McLish, Barney Jackson, Floyd Inman, David Edgar and whoever supplied the upper two photos (I lost track years ago).

Here we have Doug, Joe Douglass and a couple kids watching Betty Gaw swinging a knockoff hammer. Feb. '80





Here is an unusual photo of Doug when he was not organizing everyone and keeping us on schedule. Date ??

TC Grease Fittings - A Different Angle

When I was a boy, the first event of the day was to grease the farm equipment. It was pretty common to find a damaged fitting so you would simple replace it and get on with the day. However, when I restored TC7670, I was a little daunted at how to identify the correct size and type of fitting and where it went. Here is some info that may help you.

The initial confusion was that fittings often had a different size hex. I found that 1 grease fitting used a 1/4 BSF wrench and then another fitting would use a 5/16 BSF wrench, but they would both work in the same hole. So what was the correct size of the greaser? When I tried to order a replacement I had trouble because of this problem with identification. What I found was that the grease fittings for the TC are identified by the thread and not the size of wrench needed

Then I found that there were different size threads. Was this part of the planned "mad metrics" of the TC and another confusion factor trying to sort out BSF, Whitworth, and Metric threads? What I discovered here was that the greasers on the TC come in 3 sizes: 2BA, 1/4BSF, 5/16 BSF. Initially the quickest way to tell the correct size was to simply take a 1/4 BSF bolt and see if it screwed into the hole. If not then try the next size bolt.

The final aspect of uncertainty of the greasers was the multitude of angles that there were for the fittings themselves. Was there a reason for a 35 degree angle vice 45 degree and how about 67.5 degree? In the proverbial quest for the truth (what is correct and original) I consulted the TC factory specifications and found that there

was indeed a protocol on what angled fittings went where. When I finished my car, I looked at the various greasers,



their locations, and their angles. It then made perfect sense as to the selection of what went where in order to make greasing somewhat accessible.

To make this all very simple for you there is a summary chart listing all the TC greasers below. As we have seen before, there are no absolutes on what is correct. As production runs updated and replacement parts were manufactured, the size of greaser may have changed too. A good example of this is with the tach generator greaser. As always, I would welcome comments to further validate findings. Doug Pelton, doug@fromtheframeup.com Also, if anyone has extra greasers surplus to their needs please contact me.

Doug Petton

Doug@FromTheFrameUp.com



Summary of Grease Fittings and Locations:

(Stated size is thread not hex head for fitting.)

Location	Size	Angle	# Req'd	Remarks
Rear handbrake cable greasers	¹/4 BSF	straight	2	
Drive shaft splined yoke	¹/4 BSF	straight	1	
Universal joints (x-long)	¹ / ₄ BSF	straight	2	
Rear Hubs	5/16 BSF	straight	2	N/A if sealed bearing installed
Steering				
Front Spring Pin	5/16 BSF	straight	2	
Front King Pins	5/16 BSF	35 degrees	4	
Tie Rod Ends	5/16 BSF	67 ¹ / ₂ deg.	2	
Drag Link End	5/16 BSF	90 degrees	2	
Steering Box Cover	5/16 BSF	straight	1	N/A if Tompkins kit installed
Water Pump	5/16 BSF	straight	1	
Tach drive Rev Counter	2 BA	straight	1	(some)
	¹ / ₄ BSF	Straight	1	(some)
	¹ / ₄ BSF	45 degree	1	(some)





From The Frame Up,LLC

"Specializing in MG hard to find parts"



Doug Pelton 602-690-4927 3754 E. Nance Circle, Mesa, AZ 85215 www.FromTheFrameUp.com Doug@FromTheFrameUp.com Live from the McLish Garage continued

remember worrying about how odd the car was compared to 'normal' cars and what would I do if anything ever broke?

Fortunately, nothing did. Knowing what I know now, I consider that a total blessing from above. The only thing that was known in Duluth Minnesota, where they know literally nothing of T series cars, DON'T TAKE IT TO THE GAS STATION

... the patience

of a college

student only

goes so far

when you have

a car like that.

TO FIX, DON. They will mess it up. So whatever would come up, I would lovingly and carefully fix myself. You learned by doing. I was taking Automotive Mechanics and Machine Shop classes to satisfy my second major in Industrial Education. Thereby I had access to the nice auto shop at

the University, a good machine shop, and other shops such as wood, and upholstery. I learned of Moss Motors in California where they had parts for these cars. No place in Duluth had any parts, or knew anything about an MG. The closest place that did was in Minneapolis, 150 or so miles away. At the huge MG dealer in Minneapolis, they gave me an old poorly Xeroxed copy of a Moss Motors catalogue. I selected a few items and then a friend and myself actually drove the MG down to Minneapolis to price a new muffler, and a few other similar nonessential items (Remember, for a sophomore college student, money was short and a muffler was not considered essential). You just welded it up best as you could. I got a new starter switch, and a new wing nut

for the driver side curtain. Mine was stripped, and the side curtain would flop open a bit sucking in the 26 below temperature air. But that was just a minor inconvenience to a college kid, you know.

Anyway, there were only two old MG's in Duluth, my black one, and the perfect tomato juice red one that I had seen that time in the gas station. I

could not wait for it to get warm so I could put the top down. I waited and waited. But the patience of a college student only goes so far when you have a car like that. Finally, one bright sunny day in March, it got up to a nice toasty +26 degrees. I figured OK, good enough, this is it. Time to put the top down.

I took off the side curtains for the first time and did just that. I was so excited I hardly noticed the temperature. I happily drove all around, and I passed a police car who must have thought I was crazy. Um Don, the car has no heater. I don't care. In Duluth, they had very good parkas especially for such times. I discovered that if I slid the transmission cover back a little, hot air from the engine would come in, and well, what more could you want.

More to the story next month. I have to save room for my 2004 April 1 TEK TIP which I will post again for the reader's convenience. (See pg 12)

Don McLish

GoF West '09

June 22-26, 2009 Squaw Valley gofwest.com



Arizona Car Show

Each year there is a large car show in Tubac, AZ put on by the Santa Cruz Valley Car Nuts. This is a spectacular event with over 600 cars of all types. There are antiques, muscle cars, race cars and my favorite, British cars.

TC Motoring Guild members Bob and Laura drove the TC from their home in Apache Junction to Tubac thru sun and rain showers to attend this show. Each year this show attracts hundreds of vehicles of all types and is a big "must see" event in January. While the rest of the country is living under rain and snow the high desert is basking in warm sunshine and sparkling cars. Tubac is a small but nationally known arts and crafts community about 20 miles south of Green Valley.

The annual car show is held on the golf course. While Bob and I prepared the car for the show the girls (Laura and Jan) went in to Tubac to shop and pick







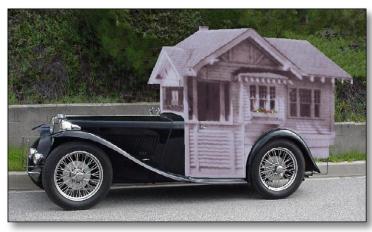
TCMGers (I-r) Jim & Jan Sullivan with Bob & Laura Hawkins celebrating the win.

up our lunch. The section of British cars (30 to 40 of them) this year included Jags, MGs, Austin Healeys Minis, Rolls and one TC. The Hawkins TC looked great and took 1st Place in the British Car division. Second place was a fine looking 1962 Rolls Royce and third was a 1954 Austin Healey. It also beat out one of the finest XK 150 Jags I have ever seen.

That evening the Sullivans and Hawkins celebrated with dinner and cocktails at the San Ignacio golf course Coyote Grill. After dinner we did enjoy a warm star filled sky that can only be seen in the high southern desert. All in all a great weekend.

By Jim Sullivan

TEK TIP 4-01 UPDATE Original post-April 1, 2004



Part #1b — TC Rear Smoking Chamber fitted with functional smoking chimney, flower box, and Rear Smoking Compartment Cigar Lighter.

It seems that certain issues have arisen from TEK TIP 4-01 first posted in the a 2004 Classic Chassis issue, regarding the refittage of the TC rear smoking chamber cigar igniter. The main issue is after refitting, the rear smoking compartment will no longer fold easily to be stowed in the side curtain storage compartment at the same time as the side curtains. The solution is trivial. Place the side curtains in the side curtain storage flap in the rear smoking chamber, and then fold the rear smoking chamber into the side curtain storage compartment. NOTE: The importance of securing BOTH of the rear side curtain wing nuts which are the only means securing

the rear smoking chamber to the motor chassis and must not be underestimated. Hurriedly tightening the driver side wing nut only for a quick puff may result in certain wobbliness, even for the shortest of puffs. Finally, if you have ordered the TC Rear Smoking Chamber fitted with Grand Piano, or Pipe Organ option, the chamber should remain up as frequent storage of this configuration causes tremendous strain on the side curtain storage compartment.

This option should be ordered directly from an authorized MG agent. Part number 1a should be specified directly because shipping is often a problem.



Part #1a – Original TC Rear Smoking Compartment Cigar Lighter

Specs: 10,000 amps @12 Volts 18,000 degrees F of efficiency

INSTALLATION PROCEDURE

- 1) Unfit the motor chassis complete.
- 2) Inspect.
- 3) Replace (1) all moving and (2) non-moving parts showing even the slightest signs of ware. The motor carriage must be in optimum condition to withstand the 10,000 amp quick heat surge, as igniting time is of the primary importance and civil decency. DEVICE SHOULD NOT BE USED WHILST CLIMBING A HILL, except in emergencies.!!!
- 4) Refit the motor chassis complete.
- 5) Fit the rear smoking chamber extension Part number 1b if not previously fitted. The chamber must be a large and airy structure space, so that misalignment of the 326 igniter tensioning springs will not release catastrophically through the rear cushion and into the fuel storage area causing possible calamity.
- 6) The Negative post of the igniter must be securely fitted to the 1" thick copper mesh cable, capable of handling 4000 amps continuous at voltage. Certain sluggishness when starting the car will be noticed if igniter is not disengaged.

- 7) Insure that the insulation of the fitting does not come into contact with any metal during the entire length of the run. You will certainly notice if it does. Replace the car in such instance.
- 8) Carefully Adjust the 326 separate tensioning adjusting screws, sequentially and equally, 1/16 of a turn at a time while the proper torque of 8000 foot pounds per screw is obtained, Tables 1 - 326b. Tensioning screwdriver, part 1c should be used for this task. Shot glass part number 1d must be refilled as necessary with a minimum of 80 proof during the entire process. It is more than somewhat important to precisely follow all directions printed on page 1850 - 4965 of the instruction manual. No effort can be spared in this critical step. In case you don't, several mortuaries are listed on page 3701 for the convenience of your heirs.
- 9) Premature ejection into the fuel storage area can cause a calamitous interruption of your plans, so all caution must be applied.

TESTING

1) When testing the device, the igniter should be returned immediately to the igniter socket to prevent the 18,000 degree tip of the nominally heated igniter element from the singeing of hats and apparel, other interior components, and nearby slowly passing vehicles. You will experience no problem igniting even the most tepid of cigars. Use the ashtray sparingly as it is of limited capacity even when amply fitted.

2) Any questions and problems should be referred directly to the MG motoring agent, preferably before 10AM so that ample time might be devoted to resolving unexpected complexities.

Enjoy your new Rear Compartment Cigar Igniter, a robust and useful accessory for even the most discriminating of motorists.

by prankster **Don McLish**– April Fools –

February 24th Meeting Karen Olson

Lame Duck Cup Rallye









Two TCs braved chilly weather to search for lame ducks. They were accompanied by an illegal immigrant in a TF, 2 German "British" cars, a glorified Volkswagon, and others. After drooling on Morgans for a while, Thelander, Olson, Page, Simon, Glass, Lutz, and Wilmer cars drove up the coast on a glorious sunny day leaving Mel Appell who came just to see everyone off. All was well, EXCEPT the rally master cannot get the names of streets correct. Although the lead idiot and the first cars turned left on Fernwood Pacific as intended, the instructions actually said turn left on Rambla Pacifica-so Wlimer and Glass cars were on the way to Chatsworth. Other than poor instructions, It was a beautiful day for driving canyons, with gorgeous views





popping up every few turns. At our stopping point at the overlook near Stunt Road we had to do a treasure hunt for the "Lame Duk" cutouts that Gene and Karen had cleverly hidden. Eventually regrouping at Coogies diner in Malibu where we met Crandalls and McCannes. After tabulating points, the winners decided by Gene for the most questions answered and the most Lame Duks found were Pete and Fran Thelander. And hence, the 2009 Lame Duck Trophy was awarded to them. Of course the event director had forgotten to BRING the Lame Duck Trophy- so the event director was fired forthwith.

Combined report by Gene Olson and Ron Simon

Photos by Ron Simon



Minutes of the meeting will be read at the next meeting but here are a few photos



David & June Simon decide that if Dick Tracy can figure out how to use that 2-way wrist radio they can figure out a cell phone.



President Don, the physics professor, shows us that Styrofoam is much stronger than gravity and keeps the coffee in.





Linda Simmons chats with Fran Thelander while Pete checks out Ron's camera.



Tony Henkels says to Steve Simmons: "Grasshopper, to make a TC shine you rub the wax on and "

For the program, Ron showed about 45 minutes of the 3 hour video about overhauling the XPAG engine.

George Kershaw and Ernie Page discuss each other's accents while Joe Douglas chats with John Uniack in the background.

Special TCMG Shirt Order



We are now taking orders for the TC Motoring Guild shirts that Art Ludwick had made up . Comes with the TCMG logo and a TC in color of your choice.

Please indicate for each shirt ordered:

Shirt color - Blue or Tan

Color of embroidered TC _____

Shirt size (S, M, L, XL, 2XL) (add \$10 for 2XL)

Price was \$40 each on the last order (and should be about that again).

Note that in previous orders the tan shirts were of a heavier material than the blue. All shirts are long sleeved. Also note the hood color is silver and TC is outlined in black (so a black TC with black outline will not work well)

Make checks out to: **TC Motoring Guild**

Send your orders to:

David & Joyce Edgar 1454 Chase Terrace El Cajon, California





Order questions can be directed to David Edgar at: (619) 593-8255 or djedgar@pacbell.net.

If you have questions on the items themselves or the embroidery, please contact Art Ludwick at: ludwicka@aol.com

Order deadline will be at our April 28th general meeting.

Color pictures are available on our web site: tcmotoringguild.org

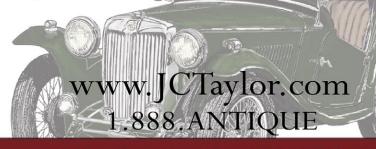
DRIVE THROUGH TIME... WITH PEACE OF MIND



J.C. Taylor Antique Auto Insurance has been insuring collector vehicles for nearly fifty years. We understand our customers, and the connection *you* have with your **TC**. It's your memory scrapbook, your time machine. It's your passion and *ours*.

We provide agreed value coverage, and fast friendly claims service on all of our policies. So all you have to do is *drive* through time... with peace of mind.

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