



TC Motoring Guild MIDGET CHASSIS

Published by the TC Motoring Guild, Inc.

September 2009



So if two of your hobbies are TCs and photography what can you do to combine them? Well at the Central Coast British Car Show, Steve Simmons displayed the TC along with photos of it at various locations (Bonneville Salt Flats, giant thermometer at Baker, Park City Utah, Mt. Hood and numerous other places). People responded to seeing a beautiful old TC that is also a well traveled road warrior to the point of voting it to 1st Place in MGT and Earlier Class. *(photo by Jim Crandall)*

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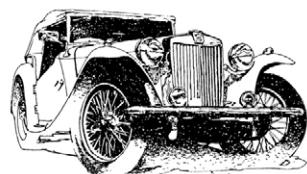
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Your personality becomes a part of your car during the restoration process. I will present a little now about my own restoration efforts and those of some wonderful people in the Guild that have inspired me.

My problem was being too much of a perfectionist wanting a perfect TC. The problem was talking to everyone who had gotten their TC very cheaply, and I just never found a perfect one that fit my budget. Then in 1969, there was another ad in The Los Angeles Times, 1949 MG TC, silver with black fenders, concours, \$6000. For some reason it did not sell and after talking to the guy, I went down to see it.

The original owner was a lady who lived in Long Beach. She only drove TCs. She named each one. Over the years she had several and this one was named Cedric. Because she lived near the ocean, she would always have her new TC's undercarriage sprayed with thick tar undercoat – frame, firewall, what a mess, but it did preserve the car perfectly. The second owner had the car painted with very high quality Porsche silver with black fenders.

The Silver with black fenders did make it look strikingly elegant, but no way concours. For a young kid, the second owner, it was his pride and joy. He had been repairing and improving things making it his own. He had veneered the dash with Burl Walnut pieces from pipes he hand carved as a hobby. He had rebuilt the drive train. He had the car painted, and rewired it himself with all white Litton Teflon wire, and separate Litton aircraft circuit breakers for every circuit. The engine had been painted silver elegant and befitting to Cedric and also, so he could

see where oil leaks came from. To further show you the concern he had for the car, he kept his valuable spare parts and things for it in the kitchen cupboard in various bowls and tea cups. I mean that is what

kitchen cupboards are for back in the days when you were single and did not cook, right? Not that I would know. Before he knew what was happening, he was drafted and went to Vietnam. He asked his brother to please take care of his car, and drive it around the block every week to keep the battery up.

(continued page 14)

**... the brother
took it up on
the freeway,
raced an MGA,
winding it past
6000 rpm**

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Tuesday, Aug. 25th

7:00 PM



Note time and location change

Movie Night at the Simon Museum

For 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 and are yours to view. Arrive early to kick tyres. After our business part if the meeting we will view "Inside the Octagon 2." Thank you David & Ron for hosting.

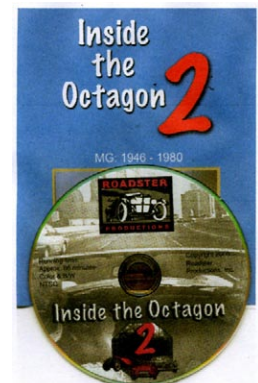
Note change of time and location

15700 S. Broadway Street
Gardena, California 90248

Thomas Guide P734 -C5
Museum is behind Coast Appliance
(look for sign on fence "Cornwell & Sheridan Classic Cars")

Take I-110 to Redondo Beach Blvd
Go east on Redondo
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



Future Programs

Sept 22 - Mel Appell - Ocean Cruising

Nov 24 - Ron Wong - TC in Japan

Oct 27 - Halloween Pot Luck Dinner and Costumes

TCMG/ARR Conclave

October 2-4

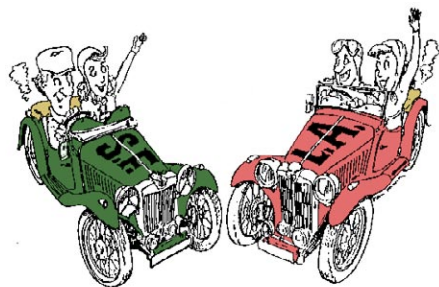
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**Get those
reservations in !!!**

For Conclave info:
Steve Simmons
websim@pacbell.net



Saturday Night Dinner

Banquet reservations will be due by Sept 20, 2009 but are still finalizing the prices right now so cannot publish or collect money yet (but will be in general vicinity of \$40 each).

The entrée choices will be Top Sirloin, Macadamia Crusted Halibut, or Vegetarian Ravioli Medley. Sounds delicious. So watch for the flyer to come out soon.

Upcoming Tour

**Sunday, August 23
California Oil Museum**

**Breakfast at 9:00 AM
Depart at 10:00 AM SHARP!**

The August event will take us to the California Oil Museum in Santa Paula. This museum tells the history of the oil industry in our state and includes a working cable tool rig as well as the original headquarters offices of the Union Oil Company.

A special exhibit is also running which showcases 16 Italian motorcycles from the 1950's through 90's. After the museum tour we will enjoy lunch in historic downtown Santa Paula. Cost is \$3 per person.



Meet for breakfast at:

Country Deli Restaurant
9901 Topanga Canyon Blvd
Chatsworth, CA 91311
(818) 709-5612.

Heading to: California Oil Museum
1001 E Main Street
Santa Paula
(805) 933-0076



New TCMG Members

*Welcome to the TC
Motoring Guild*

Tom & Suzanne Tomkins
432 No. Old Ranch Road
Arcadia, CA 91007
phone: 626-445-6169 (h)
562-236-3090 (w)
ttomkins@trojanbattery.com
1949 TC 8777 XPAG 9426 Red / Tan

The Tomkins are new to TC ownership and look forward to touring around in it. The car was built by Gordon Dick of New York. They did ask about a good local mechanic that knows TCs. If you have suggestions, please let them know.

Central Coast British Car Club Show



Larry Long down from Santa Maria in TC and Norma Crandall standing with him



Gene Olson with 1938 MG SA Saloon

Simmons' TC won 1st Place in the "MGT and Earlier" class while Olson's 1938 MG SA Saloon took 2nd place in same class. Also in attendance was Larry Long from Santa Maria with his TC, David Reid (unclear if TC was there) and Jim & Norma Crandall.



Steve & Linda Simmons relax behind their TC during the show.

Photos by Jm Crandall and Steve Simmons



Also on display at the show:

1946 MGTC SPECIAL

Anatole Lapine (Porsche's chief designer for two decades) redesigned this TC. Installed is: 1400 cc Fiat twin cam, Dual 40 Webers, Fiat 5-speed trans, Alfa Romeo, Guilietta Veloce brakes, Alfa Romeo rear differential, Borrani wire

wheels, Porsche 906 steering, Pedals from a Porsche 917 K, modified to left hand drive. The car is not original, but it was built the way Anatole always wanted, to have a TC made - fragile on the outside, surprise and finesse on the inside. This car MOVES. Bata Mataya purchased the TC in 2003 but it is unclear if he is the present owner.

July Stagecoach Inn Tour



Jon & Betsy Lutz with their freshly detailed engine compartment and new paint



Four TCs (Appell, McCanne, Lutz and Simmons) were out for Stagecoach Inn tour. Also in attendance were McLish and Crandalls.



Don & Jan McLish stand by Linda Simmons in TC and who led the tour with confidence.



David rested and recharged, now is ready to get back in the TC



The group gathers at the start of the tour.

Playing TC games by Lake Sherwood



Photos by Don McLish and Jim Crandall



Don, Jan & Linda with guide at the Stagecoach Inn

Mel Appell and David McCanne rest their derriere's before jumping back into the bouncy TCs



TC Rear Axle Oil Leaks

Recommended Upgrade and Solutions

Recently I have had numerous requests for assistance in solving an age old problem with the TC. This problem is the rear axle oil leak that causing the rear brakes to become soaked with oil. Symptoms are simple. Braking becomes noticeably substandard or visible oil on the brake drums or backing plates. There are a multitude of factors that may be the root cause for this. Therefore, it is important to review these factors to understand the best solution.

First, the original method of keeping oil inside the axle housing was by using a bronze bushing (installed at each end of the axle housing) that the rear axle shaft spun inside of. This bushing had grooves in it that were reverse to direction of rotation to send oil back to the inside of the axle housing. If these bushing are worn out, simple replacement may not be the fix. Their failure may be caused by a poor setup in the rear axle hub assembly.

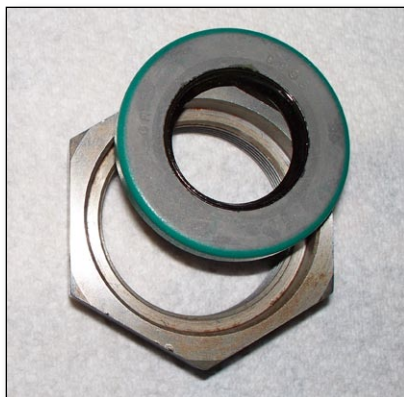
This problem was first identified by Mike Sherrell in "TC's Forever", pages 106 & 107. Mike's premise was that the key reason for failure was poor axle hub set-up. A poor setup could allow the bearing to "float" within the bearing housing and thus causing the axle shaft to flex and accelerate the wear in the bronze bushing and ultimate oil leakage. He advocated the need to check gap clearance between hub and bearing housing during assembly and to install "special shims" if necessary to secure the rear bearing. Mike was certainly on target with his analysis. However, there is now a 2nd generation of improvements available that can upgrade your rear axle setup and offer a

10



If you find you have a leak or are simply performing the recommended 10,000 mile lubrication of the rear hubs, it is suggested that you consider the following changes to upgrade your car and to correct or prevent this inevitable problem.

- Oil slinger – Don't waste your time or money replacing this item, as there is a better solution.
- Replace the existing "tabbed or castle type headed" axle nuts with new "hex head" nuts that have a modern lip seal incorporated in them. You will never have to use a cold chisel again to remove these nuts. Instead you will use a 2" socket and torque wrench.

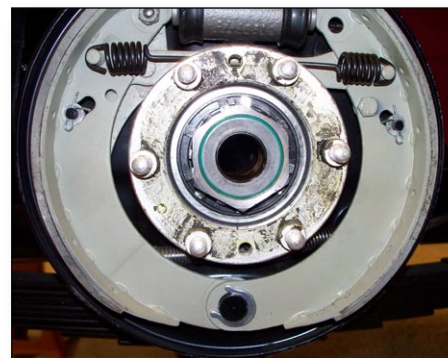


- Replace the original bearings that require periodic greasing or repack, with modern sealed bearings. If you read the "TC Brown Book," pg 16, it cautions you to

not over lubricate the bearing because of the possibility of surplus grease migrating to inside the brake drums. Sealed bearings eliminate this problem and the need for future repacking.



- Install a speedi sleeve on the axle against the back of the hub to cover any exposed splines. This is to provide a new smooth surface for the new modern lip seal to ride on.
- Install "special shims" (as recommended by Mike Sherrell) to ensure the rear hub assembly is set up correctly.



New axle nut with seal mounted and ready to go. And have you ever seen such immaculate brakes? What a shame to cover them up.

Although, this is a short primer to highlight a problem and offer a solution, there is much more technical information needed if you find that you want to pursue this upgrade to your car. This can be found at www.fromtheframeup.com and look under "Tech Tips" / CH108 Rear Axle Upgrade. There you will find a very detailed cook book style set of instructions on how to complete the conversion. To make it even simpler, From The Frame Up has sourced all of the necessary items and has packaged a complete kit (item # CH108) to include: sealed bearings, hex nuts with modern seals, speedi sleeves, and special shims. It is not a complicated process. With basic tools, the conversion kit and detailed instructions anyone should be able to complete this as a weekend event. If you have any remaining questions, please contact me at Doug@FromTheFrameUp.com

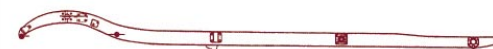
Doug Pelton



Doug's package with sealed bearings, tabbed lock washers, nuts with seals, speedi sleeves, and special shims plus seals for the hub carrier.

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Inexpensive Puller Tool for TC Axle Bushings

Work on the rear axles of my '48 TC required replacing the worn oil thrower bushing. I hadn't done this before so I went to the T-ABC website and found two "solutions" posted. One, reprinted from the February 1998 issue of Octagon Topics Vintage MG Club of Southern California, obviously involves inserting some parts from the differential side of the axle tube. You cannot get the required pieces shown, through the old bushing so they have to come, somehow, from inside an empty differential housing. Overkill, and not for me.

The second method sounded interesting and involved simply pushing the old bushing inward towards the differential when inserting the new bushing. However, after removing my old bushings with the tool, which I will describe here, I realized the tube area where the bushings go is not very long. The old bushings, forced inward, would either drop into the enlarging outer tube, or would end up jangling around on the half shafts.

I devised a simple tool made of common parts I got at my local Ace Hardware store. It did take trial and error on my part and three visits to the store for different size parts, but it worked flawlessly as presented here. I did not save my receipts, but I think everything came to under \$15.

PARTS NEEDED

Part A - Hardened washer approx. 1-3/8 inches in diameter. This washer will NOT pass through the bushing and is slightly larger in diameter than the inner diameter of the bushing. Take a new bushing with you to test this at your hardware store. The ones I bought had an "R" stamped on them and were a slightly gold anodized color.

Part B - Reasonably thick plain steel washer of a size that WILL pass through the bushing. It should have a 1/2" hole. Drill to that size if necessary.

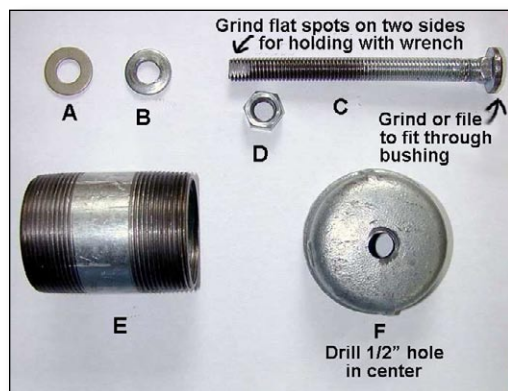
Part C - Approximately 5" long 1/2" carriage bolt. The rounded cap probably will NOT fit through the bushing. Either file or grind down the circumference edges on a grinding wheel so it will fit through the bushing. (See note on figure above) Important to use carriage bolt, not plain hex-head bolt.

Part D - Sturdy nut to fit carriage bolt.

Part E - In plumbing section of the store get a piece of threaded plumbing pipe app. 3" long with a 2" diameter. That size is important also. Do not get a smaller diameter piece.

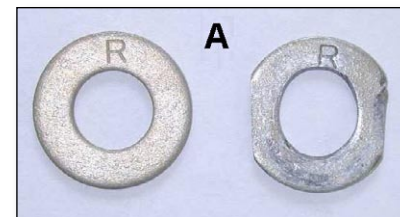
Part F - 2" diameter end cap.

By Phil May, TC 7437
TCMG member from
Williamsburg, VA



PREPARATION

Grind down two opposite sides of the hardened washer Part A. Now it will slide through the bushing when tilted horizontally. Clamp the washer tightly in Vise Grip pliers or vise and use a round file or a 1/2" drill on your drill press or drill to make the center hole oblong as shown. This is so washer can cock or tilt on bolt.



With file or grinding wheel, grind flats on two sides of end of carriage bolt (See notes on first figure). This is for holding with a wrench when tool is in use, if necessary. Clean up threads with proper die if needed.

Find the approximate center and drill 1/2" hole through top of end cap Part F. This is important to keep tool centered in use. Screw cap on pipe section a few turns.

On carriage bolt, slip small washer on first, then modified hardened washer. The four flats on the carriage washer act to cock the two washers when tool is in use.

OPERATION

Insert the cap portion of carriage bolt with washers near cap into bushing. Tilt the hardened washer so it will go through. Then apply backward pressure by pulling on bolt. You should feel the two washers pressing on rear of bushing, but not coming through it because hardened washer will have straightened vertically.

Delicately slip pipe and end cap over end of carriage bolt and feed through the hole, as shown in figure below. Check backward pressure on bolt to rear of bushing. It should still be holding. Adjust if not. Screw on the nut and hand tighten down to end cap. You will find the 2" diameter pipe will center nearly perfectly between four bolt heads on backing plate. (See figure above)

Once you are sure you still have tight back pressure on washers, commence using wrench to tighten nut. Inside the bushing the hardened washer will either continue pressure on outer diameter of back of bushing or will slip inside bushing and cock tightly. As you screw in the nut, the bushing will be slowly pulled out. If the carriage bolt should begin to turn, use an adjustable wrench on the two flats you ground on the end of the carriage bolt. If, after pulling one bushing, the hardened washer has distorted, straighten it out and re-use.



Instead the brother took it up on the freeway, raced an MGA, winding it past 6000 rpm and hatched the engine, putting a rod through the side of the block. In a quick effort to hide all this, he did a quick and dirty engine swap, with a TD engine. Fortunately, it was an early TD block that looked like the TC block except for the water spigot was at the end instead of the center. Then his brother was killed in Nam, so now all this was a moot point. He was just trying to get the car back together and dump it. The engine swap was a jury rigged nightmare. He had not even installed things like the soft plug at the end of the camshaft. I insisted on hearing the engine, and helped him minimally wire things up, start the engine to listen to it when this was discovered. Oil poured out on the ground from the rear cam soft plug hole. We shut it off, and I pointed out all of the above mentioned things plus missing the original air cleaner, and more. No way was this concours. Do you happen to have the original engine? Actually turns out he did. He took me around to the back where he had it along with a ton of other extra parts, and this is where the real story of the car came out, including the little race with the MGA, and subsequent attempt to hide it.

I told him I was not interested, but if it did not sell to call me. The car did not sell and he called me back. I made him a very low offer only if he included the original engine with its tag, and all the spare parts including the things in cups and bowls in the kitchen cupboard. We came to a deal. I rented a trailer and hitch. The paint was so nice I wanted to protect it. We loaded the car onto an open trailer, and put on the car cover because I did want anything to happen to the nice paint. Never

do that if you move a car. The car cover will vibrate and buff off the paint at places where it contacted certain corners, but I didn't know then. I hauled the car up to the valley where I was living in Sylmar at the time.

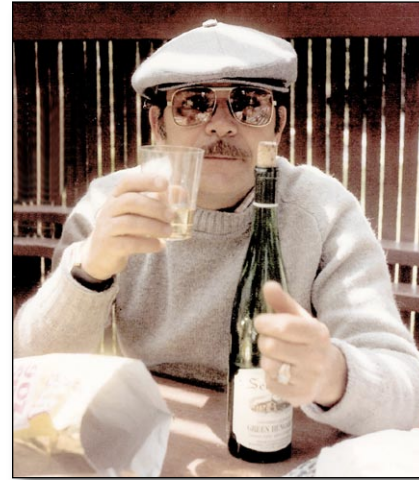
It looked so elegant, my original intent was to simply fix the engine and drive it. But being too much of a perfectionist, the more I looked, the more upset I got at the things that were wrong, and not correct on the car. Just to fix the tar on the fire wall, was a major disassembly. The more I disassembled, the more things I found wrong. Even the frame was bent. Meanwhile, the district liked my electronics program, and after a year at Dorsey, I promoted up to Taft High School teaching electronics and drafting. I came up with a brilliant idea to accommodate all the parts and do a slow careful restoration.

I was single, living in an apartment so parking was entirely outside and first come, first served protected parking spaces. I never liked paying rent, so why not work a deal with the manager to take care of the pools in exchange for free rent. Now of course to properly take care of the pools you would require a couple of storerooms, you know, just to store chemicals, chlorine, spare pool pump, electrical bits, a custom workbench, (an unmentioned completely disassembled TC under that workbench), things like that. It was amazing what a properly designed proposal and custom made workbench the proper height to clear an upended TC gas tank can do for you. Shelves underneath could easily contain an entire TC parted out. An uninformed person, say the manager, would never suspect- no way you can put to an entire car under a work bench unless of course it's a TC... more next time.

Don McLish

*The more I
disassembled,
the more
things I
found wrong.*

Old TCMG Photos



Classic Phil Marino - Wine bottle, and glass in hand. Check out the shades and traditional British drivers cap.



Mr. MG (Mike Goodman) with tools in hand is most probably helping out another club member with needed assistance. What a way for a premier MG expert to spend his day off.



The "Diabolical Leader" Doug, and partner in crime "Judge" Ilene Wimer, at one of the San Diego Double Day Rallyes they were famous for.

Such
Memories !

July 28th General Meeting Minutes

The unruly mob was gaveled to order at 8:23 pm by President McLish. We had one guest, Jim Sitz, who owned TC 8294 back in the '70s. TC is now owned by Greg & Wendy Mathews (who are currently listing it for sale).

Treasurer reported that all the shirts were sold and club made a little profit on them (although main focus was to get members in the shirts). Bank balance currently is \$7000 plus with about \$4000 budgeted expenses earmarked.

Holiday Party is set for December 12 at the Hotel Huntington (same as last year). This was booked after exploring possible venue at the Queen Mary and deciding it was too small of a room and prices too high.

Program for next month will be the Movie Night at the Simon Museum. September meeting will bring us Mel Appell talking on Ocean Cruising.

GoF Report was that Steve Simmons won at the Carless Funkanna, while Linda won the 50/50 Raffle. Steve also reported on a side trip they took during the Rallye exploring old dirt roads and original Donner Pass train tunnels.



Other GoF awards went to Joe Marcotte-1st TC Display, Doug Pelton - 1st Primere Class, Rick Storms - 2nd TC Display, Steve Simmons - Honorable Mention TC Display and 1st in Carless Funkanna, David Reid & Terry - 3rd Funkanna Cart Sprung, Pete Thelander - 2nd Pre War Display, and 1st Humor/Action Photo, Fran - 2nd in Humor/Action Photo and 2nd Models/MG Display, George Kershaw - 1st Models/MG Display, and Ernie Page - 2nd in TF Display.

Stage Coach Museum Tour had four TCs and the tour was led and planned by Linda Simmons who did a mighty fine job. All those in attendance seemed to have loads of fun.



Tony Henkels talks with former TCMG member Jim Sitz, who came as Joe Douglass' guest. Jim wanted to see if he could find his old TC and as fate would have it, it is now owned by Greg & Wendy Mathews and for sale.



Joe Douglass and Gene Olson mull things over with Steve & Linda Simmons. Looks like Gene is enjoying another Linda home baked cookie.

At the Central Coast British Car Show just a couple days ago Steve & Linda Simmons brought a 1st in MGT and Earlier Class with their TC while Gene Olson brought 2nd in the same class with the SA.

Conclave is still Oct 2-4 at Cambria. Be sure to make your lodging reservations (see Midget Chassis). Dinner reservations info to be coming.

No New Business

Ron motioned to adjourn at 8:49 pm and the motion carried. We broke for dessert and visiting.

Raffle winners were Jan McLish, Linda Simmons and Lloyd Hendrickson.

Gene Olson
Acting Secretary

Ron's discussion on racing the TC had a recurring theme - It broke and he always broke. But he did enjoy it and had load of fun, and stories to tell.



Lloyd Hendrickson, Joe Douglass and David McCanne



Another TC For Sale

1949 MGTC XPAG 8002

New leather upholstery & carpets, master cylinder and wheel cylinders. Newly primed and painted wheels and spare, and new tubes put in. Single owner for the past forty years and been garaged and maintained. \$20,500 or Best Offer. Call 808-395-8452 and ask for Donald if you have any further inquiries. email: dofaia@yahoo.com (While the car is presently in Hawaii, it was indicated they would assume the cost of shipping.)

Note that this car was at the 3rd TCMG/ARR Conclave in 1959 (called the 500 mile Joint Tour and Concave back then) per dash plaque and owned by Richard Grace at that time.



For Sale



Being sold by Greg & Wendy Mathews

Phone 760 431 6843 or
wendyjmathews@sbcglobal.net

1949 TC 8294 XPAG 7326
Red with red interior. This TC needs some loving care. Probably only 3000 miles put on it over the last 20 years. Engine was gone over by Phil Marino about 15 years ago with \$5000 of work. However engine does experience some overheating. Suspect radiator needs rodding and block flushed. Top, tonneau and side curtains are really spiffy looking and were done by Joe Namnam. Rest of the car looks, . . . well like a driver. We really love the TC but we just do not have the mechanical background to enjoy driving it alone. So we are looking for a caring home to let it stretch it's legs and bring a smile to your face. Car located in Carlsbad, CA and \$20,000 OBO to a good home.

Allan Chalmers tells us that the fellow (Bud Bradford) that had bought Allan's blue /grey TC passed away. He had bought Allan's blue /grey TC about ten years ago and enjoyed driving the Blue Ridge Parkway, which was only 13 miles from his home in North Carolina. The car is for sale and it is a great driver, needing nothing, last Allan knew. It has bobbed front fenders, a louvered bonnet and tripod lights, Datsun steering with a distinctive paint job. Car located in North Carolina. If you know of anyone interested let Allan know. Allan feels a good price for it would be about \$25K. Check with Allan to get owner info. Allan really would like to see it back in California again.
allanchalmers@yahoo.com or phone 415-566-9796



TC 1948 MG TC.



TC 5135 XPAG 5712
Regency Red / Tan

Total frame off original restoration completed end of 2006, 2k miles since. Regency red lacquer with tan hood, & interior. Winner of numerous concours (3 firsts and one 2nd at Hillsborough, Palo Alto, and MGs by the Bay, 2nd place at the prestigious Palo Alto Concours on 28 June). Installed Shorrock late 1940s supercharger last year. Stainless steel exhaust, 4 new Dunlop tires and tubes. Car is perfect in every way. Asking \$39K and located at Woodside, CA. Contact Dick Gronet at (650) 529-1716 or dgronet@netzero.com

Other color photos of these cars available on-line at:
tcmotoringuild.org/ForSale/tempfile.html

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