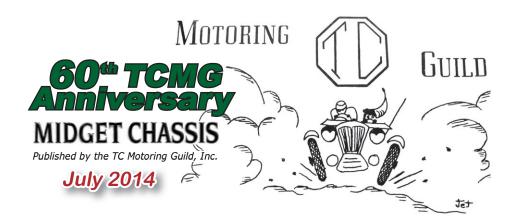
The Midget Chassis
David Edgar, Editor
1454 Chase Terrace
El Cajon, CA 92020



First Class Mail





Garret Hanes with kids Brianna & Anthony on the TCMG June Cherry Picking Tour. Lots of smiles there.

What's Inside
President's Message
June TCMG Meeting 5
Cherry Picking Tour Report6-7
Adamson House June Tour
Shiftright Special Gets Revitalized
Roots - A story of TC 3399
58th Annual TCMG/ARR Conclave
London TV Interviews Joe Douglass
May TCMG Meeting Report





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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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

TCMG Executive Council 2014

President Steve Simmons. . (see directory) mail@mgnuts.com Ron Simon 818-708-2033 Vice Pres. simon90248@yahoo.com Secretary Lucy McCanne . . 323-463-9869 Darodoll@aol.com Treas/Memb Joyce Edgar 619-593-8255 djedgar@pacbell.net Curt Sorensen . . 818-991-6152 Director curtwlv@aol.com Steve Simmons. . (see directory) Events/Web/Dir. mail@mgnuts.com Ex Officio Gorden Bundy . . 760-806-3849 gdbundy@gmail.com **Programs** David Edgar, and Curt Sorensen Editor David Edgar . . . 619-593-8255 djedgar@pacbell.net Jim Crandall . . . 310 457 3967 Asst-Editor crandallonline@yahoo.com Historian Don McLish 818-352-3741 dmclish1@hotmail.com Regalia Linda Simmons . (see directory) linda@mgnuts.com Raffle Chair Gorden Bundy & June Wennekamp gdbundy@gmail.com Bobbie Simon... 818-708-2033 Sunshine Chair simonbobbie@yahoo.com

President's Message

It seems impossible that half of the year is gone already, but here we are. By the time you read this, many of us are enjoying the buckets of fresh cherries we picked during our June event. Yours truly's favorite recipe is for cherry shakes, which are perfect for warm Summer days.

Speaking of Summer, things are warming up as the season approaches but fear not! Our next two events take place along the coast so that should keep the TCs and their drivers cool. Malibu will be our next destination for a tour of the Adamson house, followed by GoF West in San Diego at the end of August.

Will you have your TC ready for the trip down to GoF? Remember that we have 60 years of motoring experience behind us so there is always someone a mere phone call away who can offer advice on getting the old machine into shape. With the event so close this year, there is little reason to keep your TC locked away at home. Plus it will be a good shake-down run for our conclave in Sonora in October.

So get to the wrenching, polishing or whatever it is you've been putting off lately and get that TC ready! The driving season (12 months per year here in California) is only halfway over. You wouldn't want to miss the rest!

Steve



Linda's Fat-Free Cherry Shake

(quantities may be changed depending on your taste)

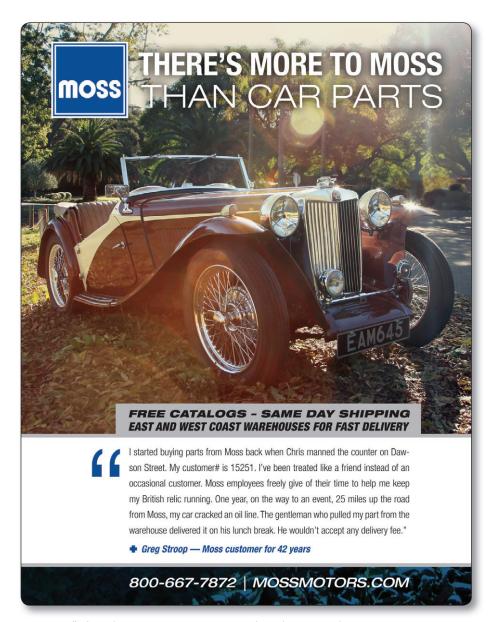
Preparation:

Pit cherries and freeze Freeze a banana (optional)

Add to blender:

2 cups fat-free milk 2 cups cherries 1/2 banana

Blend and enjoy! Makes two servings.



"I bought my TC in Nov. 1967 and my history with Moss Motors started a couple months later with an order of parts to help me maintain my new prize. Ordered using their Edition 11 catalog with the old parts number system and the actual photo of Al's toe (front part of his shoe). Still have that copy. Having a source for parts kept my TC alive in those early years and allowed me to keep it. Thanks for helping me maintain the breed."

David Edgar, TC 5108

Do you have a Moss story to tell? Share it with your fellow TCMG members. Send to djedgar@pacbell.net and it will replace the story above.



Tuesday, June 24th

7:00 PM 🖘

Annual Picnic at the Henkels

Bring your own picnic supper Dessert and coffee will be provided by the Henkels'. Thank you in advance Cindy for setting this up and making such great treats.

The ever popular annual TCMG Picnic is at the Henkels' lovely home.

We usually get a nice showing of TC's too. Make it a point to be there.

TCs park on the driveway.

Held at the home of Tony & Cindy Henkels 726 N. Pasadena Ave, Pasadena

RSVP only if you are coming

Cindy at 626-793-2813 or chkitty@sbcglobal.net

From the South

Take I-5 towards Los Angeles North onto 110 (Pasadena Fwy) Exit at Orange Grove Blvd. Left (North) on Orange Grove for 2.5 miles Left onto N. Pasadena Ave.



Take I-210 West to the 134 and take first exit which is Orange Grove.

Turn right on Orange Grove for about half mile.

Left onto N. Pasadena Ave.



From the West

Hwy 134 East to Orange Grove Blvd exit Take W. Colorado Blvd and turn left onto Orange Grove Blvd.

Drive .6 mile then left on N. Pasadena

Note time and location changes from our regular meetings Don't miss Tony's garage tour

The Ever Popular Cherry Picking Tour



This June we enjoyed our annual Cherry Picking tour. 22 members and guests, five TCs and hundreds of cherries took part in the event. The group met in Granada Hills before caravanning north. In TCs at the start were Richard & Sandra Loe, Garret Hanes with kids Brianna & Anthony, and Steve & Linda Simmons. Jim & Kim Ellis met the group along the route. Joe Douglass



and friend Eleanor just missed us at the start and set off in hot pursuit.



Linda laid out some goodie bags for those attending. Almost looks like everyone is lining up for a Le Mans race start to get their bags. Thank you Linda

David Reid didn't get his TC running in time so he and Terry arrived in their Jag XK-120. Also there in modern cars were Ron & Bobbie Simon with grandkids Leia and Danielle in tow, Curt & Jan Sorensen, and Ambre Hanes with her

mom Kathy, who was visiting from Kansas. Before departure, Linda

Simmons handed out cherry-themed goodie bags for each car with freshly baked cherry-chocolate cookies.

In beautiful weather, we set off toward Leona Valley, and despite an unusually early cherry season we found an orchard that was still open for business. It was very crowded in the parking lot but those who ventured to the outskirts of the orchard found lots of cherries and no crowds.



Amazingly, Joe and Eleanor not only guessed our exact route over the mountains but also went to the very orchard the rest of the group picked. Unfortunately there is no cell phone reception out there so we never connected with each other.

Having filled our buckets to the brim, the group turned west for a drive through the valley and arrived at Lake Hughes where we stopped for lunch. Then it was a caravan back over the hills and home. A great day of cars, food and friends.

Steve





Adamson House and Malibu Lagoon Museum

Saturday, July 12

Spend a warm Summer day at the beach in your TC! Visit the Adamson House and Malibu Lagoon Museum, a Spanish Colonial Revival



style home built in 1929. It is a National Historic Site, California Historical Landmark, and a California State Park. See one-of-a-kind craftsmanship including decorative tiles, handcarved doors, handpainted frescoes, molded ceilings, distinctive



cast ironwork and lead-framed bottle glass windows. Lunch at the beach will follow the event. Details including meeting time and place will be on an upcoming flyer and on the website.

SPECIAL NOTE: Our private guided tour is limited to 20 persons. Please let our event organizer, Steve Simmons, know if you plan to attend so we can keep track of our numbers. Additional tickets will be available as overflow for the regular public tour which starts shortly after ours.

Cherry Picking continued



The TCs lined up at the Lake Hughes lunch stop.



Reported by and photos by Steve Simmons



The Hanes family certainly look happy.

The Shiftright Special Gets Revitalized



Of all the surviving MG TC's, there is one iconic / mythological standout: "TC8533 - Shiftright Special". The legendary cartoon character, Nigel Shiftright, debuted his "special" in the May 1990 issue of *Road and Track*, in the now classic article titled "Dawn Patrol"

The fun to read article was a spoof portraying the automotive fantasies of Nigel Shiftright paralleling the great air battles over England with the daily battles on the highway. In Dawn Patrol, it was Nigel who defeated "Baron von Stockbroker" in a vehicular dogfight which most historians rate as perhaps the most thrilling individual feat of arms since David slew Goliath.

Through the years, various items were added to the car to illustrate Nigel's success and to perpetuate the legend.



There are 3 BMW "kill badges" on the body just forward of the driver's door. These attest to the prowess of the Special while at the master's hands. According to legend, an extra hole in the bulkhead is a battle scar from by gone days. The Shiftright Special also sports a total of four St. Christopher medals – one primary and three backups. But the most distinctive feature is the RAF medallion displayed on the dash. It commemorates the fallen amongst the TC owners.

Phil Frank was the creator of Nigel Shiftright along with many other whimsical



automotive cartoons for Road and Track Magazine. TC8533 was his car and he drove it daily in the San Francisco area using his everyday experiences to draw from for his writings. One can only assume that Nigel was Phil's alter ego. Phil's contributions to R&T through the years culminated in a special "road test" of the special which was featured in the April 2006 issue, entitled: "Four Angry Cylinders".

Phil died in 2007 leaving the achievements of Nigel as part of his legacy. The special (TC8533) has since been "reassigned" to its new owner Larry Pate. Although, it has maintained its strength as a daily driver, the special is battle weary and tired. Larry has since commissioned "From The Frame Up" to complete a thorough mechanical rebuild while maintaining all of the many unique features distinctive to Phil's / Nigel's Shiftright Special.

And so the process of revitalizing has begun to return Nigel and his special to the front line on the highways and to complete many more "Dawn Patrols".

Doug Pelton



Phil behind the wheel of the Shiftright Special

One of the photos used in the April 2006 R&T story



From The Frame Up specializes in MG hard to find parts and provides full restoration services for TC's. www.fromtheframeup.com





'Roots'

by William B. Porter

Note: This story is about TC/3399, now owned by TCMG member John Wright. Bill Porter was the former owner and the NEMGTR originally published this in The Sacred Octagon in the mid 1980s. John checked with Knudsen and got permission for us to reprint.

Alex Haley, move over. You're not the only one with "roots."

A pile of papers has just been discovered in the attic of the second owner of my latest acquisition, TC/3399. This pile contained, among other things, a contemporary photocopy of the original customs document, known as the "consumption entry," of my car and four others that arrived in New York City on the same day – Oct. 2, 1947.

Using information from this newly discovered source as well as from other contemporary documents, and notes from my many pleasant talks with TC3399's first owner, I have developed this article.

For general information I am indebted to Richard Knudson's fine book: "MG, The Sports Car America First Loved."

I first heard about TC/3399 quite unexpectedly. On Sept. 21, 1976, a beautiful fall day here in Washington D.C., I was sitting in my TD waiting for traffic light to change when I heard a shout.

"I had the first MG in Washington."

I looked up and saw a tall gray-haired man waving and walking briskly towards me. He said his name was Smith Hempstone (Hemp) Oliver – a well-known figure in the car hobby it turned out – but a complete stranger to me then. Hemp was curator of Land Transportation at the Smithsonian Institute from 1946 to 1956. He was also the race announcer 10 at Watkins Glen in 1948 1949 and

many other early sports car races.

He had joined the Sports Car Club of America in 1944 and in June 1947 he was the club vice president and editor of it's magazine, "Sports Car."

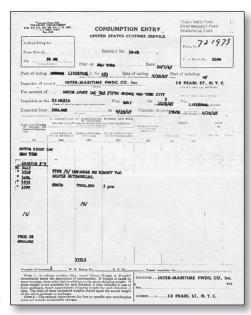
The history of TC/3399 begins in the summer of 1947, when Hemp decided to buy an MG. A simple



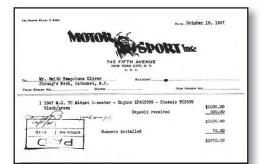
Hemp announcing the Bridgehampton Road Race, June 11, 1949.

matter today, but not then.

There was no way Hemp could even inspect one of the new TC models. There were only a few scattered among the 200



The Consumption Order, the Customs form that lists all the cars brought on the ship in Sept 1947



Original bill of sale for TC/3399

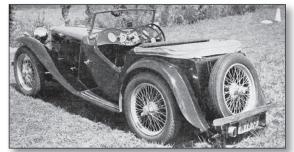
or so members of the SCCA and none was in the Washington area. In July Hemp wrote to Motorsport in New York City, the sole U.S. importer of MGs at that time and explained his problem. They recommended that he contact Harvey

Poe, in Annapolis MD., about 35 miles east of Washington. Harvey had purchased an MG that summer. Hemp tried out Harvey's MG, and came away delighted.

Hemp says he placed his order with Motorsports that same week; he thinks it was late July.

He was told it would be a long wait – even though Motorsport was importing 10 cars a month at that time. He expected his car to arrive around the end of October.

Meanwhile in 1947 a brand-new steamship, the S.S. Media, had been built to serve Britain's rapidly expanding export industry. Owned by Gunard White Star Ltd., she was 500 feet long with a gross tonnage of 13,700. Her home port was Liverpool.



And in mid July about same time Hemp was asking Motorsport for directions to the nearest MG, his future car was a pile of parts in Abingdon, waiting to be put together.

In September the car was shipped to Liverpool from Abingdon. By then she was the responsibility of the Inter Marine Forwarding Company Inc. of New York City. This company was responsible for the cars while in transit.

By mid-September the cars were on the docks, prepared for shipping and loaded aboard the S.S. Media.

On Sept. 25, 1947, the Media, with her cargo of "five/5/MG Midget Two Seater Automobiles" sailed for New York City.

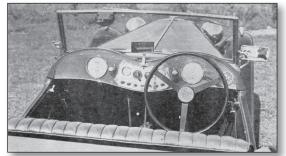


TC/3399 on July 4, 1949 – this shows the importer installed front bumper, and the original factory fog lamp.

The Consumption Entry lists their chassis numbers as TC/3413, 3318, 3494, 3335, and 3399.

The Media arrived in New York City on Oct. 2, and her cargo of MGs passed through customs Oct. 7.

Motorsports' representatives would have been on the docks that day, clearing the cars, and checking them for damage, and eventually driving them to the Zumbach Motor Repair Co., on 129 W. 53rd St. for final preparation and sale. The



The dash of TC 3399, with the original location of all the instruments. Hemp installed a water gauge on the right.

Zumbach company handled this end of the business for Motorsport.

By Oct. 17, TC/3399 was ready for her new owner, and on that day, Motorsport registered her in Hemp's name, using a blank registration card Hemp had signed and returned to them, along with his \$500 deposit earlier that month.

Hemp had been informed that the car would be ready by the 18th.

He arrived in New York City that morning by train, and went directly to Zumbach's garage.

There were two cars left when he arrived that day. Both were black (as were most TC's then - eds.). One had red upholstery, the other green.

Hemp's bill of sale was made out for black/green TC, but the chassis number shown there and on his registration matched that of the black/red car, which Hemp preferred anyway. He had not

correct order.

specified any color, and he had been told the black/red car was special order.

But now there was no alternative. Hemp got the black/red TC. Total cost: \$2095 plus \$75 for bumpers installed by Zumbach.

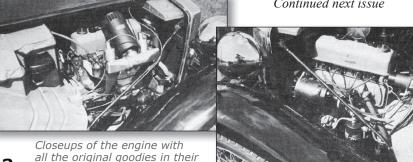
Hemp gave his brother's address on Long Island and obtained New York plates, but that afternoon, he drove TC/3399 home to Washington, and on Nov. 10, registered it in the nation's capital.

She caused a sensation in Washington, where future TC owners still agree she was the first car around these parts. Hemp made a complete photographic record of the car in 1949, and later that year, for some reasons he still can't explain, he sold her:

"I don't really know why I sold the MG," he said later. "I guess I just wanted something more comfortable by then. Actually, I didn't buy a car at all for about six months, and then I got a '37 Oldsmobile . . . "

The story of TC/3399 after Hemp let her go, and how I managed to track her down, are tales for a different time. Let me say that she is solid as a rock, and fairly complete. I hope to have her back on the road soon. After all, she helped start something very big and very enjoyable in this country, and I think she should get some of the appreciation she richly deserves.

Continued next issue



58th Annual TCMG/ARR Conclave

October 3-5 Sonora, CA

A ways off yet, but time to start making your plans. More detailed descriptions are found on our website so please check there.



The quaint town of Sonora is filled with little shops, restaurants, and sights for walking about. We will be staying in the Gunn House Hotel located in the center of town. The Gunn House has a rich history and has been a landmark since 1850. 22 antique-filled rooms have been reserved for the weekend. Each room is unique and some are even said to house some spirits of long gone Sonora natives!! The rates vary from \$84 dollars for a "small Queen" (literally not much bigger than the bed) to \$125 for the good Doctor Gunn's own master bedroom per night.

> Please make your reservations through the Hotel.

The Gunn House Hotel 286 S. Washington St. Sonora, CA 95370 (209) 532-3421

The 22 rooms will fill up, and the Sonora Inn will be used for any overflow we may experience.

The Sonora Inn 160 S Washington St. Sonora, CA 95370 (209) 532-2400

The Saturday drive winds towards the gold rush town of Colombia and then on to Murphys only 15 miles away. The more adventurous can continue from Murphys up the gorgeous Highway 4 towards Calavaras Big Trees State Park, and Ebbetts Pass (55 miles from Murphys) but you can drive as far as you want and turn around. The scenery is California Alpine at it's very best, literally breathtaking.

Saturday night, the banquet will be catered by Christopher's Restaurant in the Sonora Inn. 5 minute walk from the Gunn House. Sunday morning, we will depart back to reality.

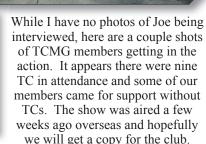
When you make reservations, please send an email to Howard Shempp at hshempp@gmail.com and let him know

Additional details will be provided as we get closer to the event

London TV Interviews Joe Douglass



The Filming of Joe Douglass' Interview with Channel 4 of London, England's "6 Iconic British Automobiles" and our TC Motoring Guild occurred December 7, 2013. For some reason the report never got into our newsletter so here it is.





Photos by Steve Simmons and Ron Wong

GoF West 2014



San Diego, California August 25-29

Held at Bahia Resort Hotel on Mission Bay Plan on attending this.
Fairly close by and should be an exciting event with lots of MGs to view and great driving too.

For more info www.gofwest.org

Also, consider while in San Diego, to attend a simple car display for a nursing home about 18 miles east of the GoF on Monday the 25th at 11am. The facility is excited to have an activity for those not able to get out much. After the display, enjoy a hosted lunch and relax with the Edgar's before returning to the GoF venue. Cars not limited to just TCs. More details on TCMG website.

For Sale







1946 TC. Comprehensive restoration completed in 2008. Black with green leather as delivered. Grunau rear axles, stubs, housing strengthener and spin on filter. New fuel tank, harness, brakes, stainless exhaust. Whitworth shop fascia. FT 27 fog lamp. TC air cleaner. VW steering box. GOF Premier. Roadworthy. Wins shows. Provenance. \$45,000 No. 2585. Tom Latta. Rockport, ME. (207) 236 3063 or talatta@roadrunner.com

Club Regalia

Note: TClinics now available on-line at no cost. tcmotoringguild.org

TCMG Car Badge A \$25 (\$30 if mailed) members only
TCMG Car Vintage Badge B\$30 (\$35 if mailed) members only
TCMG Cloth Patch \$5 (\$6.50 if mailed) members only
TCMG Lapel Pin
TCMG Lapel Vintage Pin
MG TC Pin & MG Car Club Pin (inquire)
"MGTC Specifications" -What is and what isn't stock on the MG-TC?
A "must" for restorers \$3 members, \$5 non-members, Postage \$2
MG TC Color Specs \$2 members, \$3 non-members, Postage \$2



REGALIA CHAIR

Linda Simmons linda@mgnuts.com

Prices beyond our control subject to change



May 27th Meeting Minutes

President Steve Simmons called the meeting to order around 8:20pm. The start was delayed due to members enjoying the displays of old TC pictures, albums and variety of historic items displayed on tables for our History Night.

The minutes of the April meeting were printed in the newsletter and approved without changes.

Joyce Edgar gave the Treasurer's – Membership report. The complete two-page report was posted on the wall for members to read. The club is in stable financial shape. She offered to email the reports to any member that requests it.

Two new members this month. John and Linda Wright were presented with a 2014 membership at the event in Solvang, in thanks for all their hospitality in sharing their personal collection with us and setting up the wine tasting and lunch at their son's winery. John and Linda led the group from their home to the winery, driving their black TC.

Garret and Ambre Hanes, are owners of Sports Car Classics, a restoration shop in Torrance. They own TC 5494 whose previous owners were Betty Gaw and Lloyd and Carolyn Hendrickson. Garret also participated in the Wine Country Weekend by bringing his car to the start off brunch at the Simmon's home.

To commemorate the 60th Year Anniversary of the TC Motoring Guild, our refreshment host Linda Simmons' baked and prepared delicious array of goodies. She printed pictures of TC members from past TC events on the TC emblem dish identification cards. Everyone admired Linda's creativity and style of presentation. Coffee was delicious and prepared by Ron Simon. The refreshment table added to the celebratory mood of the evening.

Steve Simmons asked Curt Sorensen, Program Events Chair, to review upcoming events. Scheduled are:

June 24 - Annual Picnic and Meeting at the Henkels, starts at 7pm

July 22 - an Airline Pilot Adventures of Bill Ipollito/ Gordon Glass,

August 25/26 - Nursing Home TC exhibit (see below for details)

September 23 - a visit to Simon Automotive Museum, hosted by Ron Simon

October 28 – Halloween Pot Luck Dinner

November 25 - Underwater Photography of David Reid/ Terry Schuller







December 7 (tentative) - Annual Holiday Party at Sportsmen's Lodge, coordinated by Linda Simmons. More information will be shared in the next meeting.

Joyce Edgar said that prior to the start of the San Diego GOF West, she is planning a car display on August 25th, Monday. She said several members have expressed interest in displaying their cars at a nursing home a few miles from GoF. Plan is to meet at 11 am for about an hour of showing the cars, then caravan to a private home for lunch. Any car of interest is welcome for the display (space providing) and all members are welcome to help keep an eve on the cars and talk to the residents. She will be asking for RSVP's as the event gets closer, to plan for the car positioning and to have enough food for lunch. She requests people to save the date/time.

Joyce also asked if the club wanted to use the lunch/afternoon gathering as the August meeting or do something on the normal meeting night, Tuesday, August



26th. The GOF schedule is out and there are no formal GOF activities that evening. No decision was reached, so the program chairs, and/or full Executive Board will have to make a decision.

Joe Douglass suggested the video of his interview and tour of Hollywood Hills ending up at Bob's Big Boy may be a good program to show at the Simon Automotive Museum.

David Edgar gave a recap of the Wine County Weekend at Santa Barbara in May. He thanked our hosts, Steve and Linda Simmons for an exceptional brunch at their lovely home in Thousand Oaks. The men congregated around Steve's car collection as well as the ladies gathered around the kitchen with Linda talking recipes. Some walked the garden admiring the flowers and awesome bird houses. The food was excellent and everyone enjoyed the gathering. About 1pm, 11 TCs and 4 modern cars left for a driving adventure. It was a scenic tour via inland route to Santa Barbara. The TCs paraded through towns and parks. The Wright Car Collection at Solvang the next day was enjoyed by everyone and ended at the Standing Sun Winery for lunch and wine tasting. President Steve Simmons presented a membership



Photos by
Lucy
McCanne
& David
Edgar





Continued from page 17



certificate and a thank you speech for the Wright family. The Winery is owned by John and Linda Wright's son. We gatherd for dinner at the Enterprise Fish Company in Santa Barbara. An abundance of wine and delicious seafood was enjoyed by everyone.

Steve Simmons' reminded everyone of the June, (date tba) cherry picking at Leona Valley. On July 12th is a visit to the Adamson House in Malibu. A maximum of 20 people are allowed for this tour. Regarding the Conclave in October, make RSVP asap to acquire a room.

Richard Loe asked about guidelines in regards to earning points when a TC is driven from home to any TC event; as in event start to event end. He asked about bonus points by mileage and how a tie is broken. Steve Simmons will revisit guidelines and will bring up in the next meeting.

Old Business: Joyce Edgar mentioned West GOF donation from our club. It was \$125 for the last 4 yrs. to purchase or arrange a gift. George Kershaw handled this for several years by buying items from Rick Pullen for the auction. Possibly purchase an auction item through Pete Thelander or Doug Pelton. Gorden Bundy volunteered to make contact and work something out.

New Business: Jan Sorensen brought up the idea of starting our monthly TC meetings an hour early, at 7pm. Considering a majority of the

18 membership in attendance of the



meetings are retired. It will be brought up in June at the Henkel's annual picnic and meeting that will start at 7pm. A move to start meeting time to 7pm in July is on the table for approval.

Our thanks to Gorden Bundy and June for the raffle items of books, torch wrench set, MG solid brass buckle, two flower plants and a variety of old car posters. Thank you to everyone who participated. The meeting adjourned for refreshments.

Our program for the evening is: Celebrating the 60th TC Motoring Guild Anniversary

Our TC historian Don McLish brought from archive old albums and loose pictures that he laid down on tables for show. There were old license plates of GOF as well as of Conclave, posters of Monterey Historic TC races and old TCMG Regalia stuff like T-shirts and jacket.

Don McLish's slide presentation and narration of TC Historic events brought nostalgia to the members. He included TCMG members and their unique contributions. Frank Mason and his all square designed TC parts, Earl Sargent's always prestine TC and Pete Thelander's NE. It was an interesting presentation by Don McLish and we thank him for serving as historian of the TCMG club and for preserving and archiving events of the past and present.

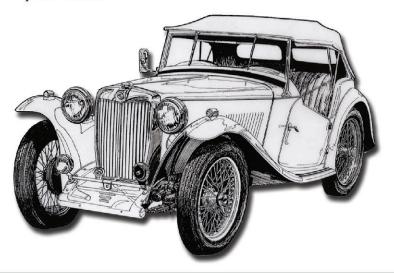
Respectfully, Lucy McCane



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