



**First Class Mail**

# TC Motoring Guild MIDGET CHASSIS

**Jan/Feb  
2019**



Photo probably from a British newspaper. Original caption reads: The U.S.A. is rapidly becoming an enthusiastic market for the M.G. Midget Series "TC." This is a shipment of 50 which left the London Docks recently for Los Angeles, California, U.S.A. on board the Royal Mail Line's S.S. *Loch Ryan*.

Guessing this is around 1948 before EXU models were produced. Note the

fog lamps missing. TCs leaving the MG factory for export were either driven to the docks (London, Bristol, or Southampton) in convoys, or sent to the Nuffield Exports facility for preparation for shipping. Fog lamps, and oftentimes headlamps were not installed for shipping except headlamps were believed installed if cars were driven to the docks from the factory.

## **What's Inside**

President's Message . . . . .	3
January TCMG Meeting . . . . .	4
Racing Hunsburger TC . . . . .	8-9
Member Profile - Jim Crandall . . . . .	10-11
November Meeting Minutes . . . . .	12
Annual Meeting/Party . . . . .	13

## **How I Got My First TC**

We are looking for your write up on how you got your first TC. What led you to want one, how long did it take to find one, etc. Looking for short (several sentences) or long descriptions. Jim Crandall shares a story here on page 10, part of which includes buying his first TC. Send what you want (including photos if you have any) and we will share it.

Send to: [djedgar@pacbell.net](mailto:djedgar@pacbell.net)

**LUCAS CLASSIC TIRES**  
Lester, Firestone, Denman, Lucas.  
Custom Classic, Goodyear, Dunlop & more.  
*We can save you money!*  
[www.LucasClassicTires.com](http://www.LucasClassicTires.com)  
  
2850 Temple Ave., Long Beach, CA 90806  
**800-952-4333**

**Saugus Automotive Repair**  
  
**DECLAN KAVANAGH**  
26536 Ruether Ave. #605 661-360-9389  
Santa Clarita, CA 91350 661-360-9357  
Email: [SaugusAutoRepairs@gmail.com](mailto:SaugusAutoRepairs@gmail.com) Fax: 661-367-6225  
[www.SaugusAutoRepairs.com](http://www.SaugusAutoRepairs.com)



## MIDGET CHASSIS Jan/Feb 2019

Published in  
Southern California by the  
TC Motoring Guild  
PO Box Number 263  
Montrose, CA 91021  
[www.tcmotoringguild.org](http://www.tcmotoringguild.org)

The Midget Chassis is  
published eleven times a year,  
bowing out to the full size  
Classic Chassis occasionally

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](mailto:djedgar@pacbell.net)

## Peter Brock's First Car - a TC

**Classic Motorsports**  
magazine

Excellent story on Peter Brock's first car, a TC. Not  
allowed to reprint, but read on Classic Motorsports  
Magazine's website.

[classicismotorsports.com/articles/peter-brock-my-first-car/](http://classicismotorsports.com/articles/peter-brock-my-first-car/)

## New TCMG Officers and Chairs for 2019

President	Sandra Loe . . . . .	818-790-2332	<a href="mailto:fordydelux@yahoo.com">fordydelux@yahoo.com</a>
Vice Pres.	Stan Belland . . . . .	818-780-1752	<a href="mailto:stanlaw@earthlink.net">stanlaw@earthlink.net</a>
Secretary	Richard Loe . . . . .	818-790-2332	<a href="mailto:fordydelux@yahoo.com">fordydelux@yahoo.com</a>
Treas/Memb	Joyce Edgar . . . . .	619-593-8255	<a href="mailto:djedgar@pacbell.net">djedgar@pacbell.net</a>
Director/Web/Events	Steve Simmons . . . . .	(see directory)	<a href="mailto:mail@mgnuts.com">mail@mgnuts.com</a>
Director	Larry Einhorn . . . . .	818-883-9999	<a href="mailto:goodeats@usa.net">goodeats@usa.net</a>
Ex Officio	Curt Sorensen . . . . .	818-991-6152	<a href="mailto:curtwlv@aol.com">curtwlv@aol.com</a>
Editor	David Edgar . . . . .	619-593-8255	<a href="mailto:djedgar@pacbell.net">djedgar@pacbell.net</a>
Historian	Don McLish . . . . .	818-352-3741	<a href="mailto:dmclish1@hotmail.com">dmclish1@hotmail.com</a>
Regalia	Linda Simmons . . . . .	(see directory)	<a href="mailto:linda@mgnuts.com">linda@mgnuts.com</a>
Sunshine Chair	Bobbie Simon . . . . .	818-708-2033	<a href="mailto:simonbobbie@yahoo.com">simonbobbie@yahoo.com</a>
Hospitality	Jan Sorensen . . . . .	818-991-6152	<a href="mailto:janwlv@aol.com">janwlv@aol.com</a>

(need co-chair on this - please volunteer)

## Sandra Says

*Congratulations  
to our 1st female  
TCMG president*



A president  
that does not  
drive a TC (but  
has), does not  
work on a TC  
(but has), and  
in reality is  
the right hand

man (or woman in this instance)  
to the TCMG member, TC driver and  
mechanic puts us in an interesting  
position. I may not help keep your  
car on the road, but I  
plan to lead us through a  
memorable year.

In reviewing the past 12  
months many members  
have stepped forward to  
keep decades of traditions  
moving forward. A big  
thanks is owed to everyone  
who helped with the success of 2018.  
We started in January with Gene  
Olson's game night and the Lame  
Duk Kup won by the  
Simmons. As we  
moved into spring Toni  
and Mel Appell shared  
their love of Cruising,  
we motored to Julian  
for a Double Day event  
starting with lunch  
hosted Gorden Bundy  
and June Wennekamp  
and in June, Cindy  
Henkels' picnic.

Continuing into summer Kay and  
Larry Einhorn hosted us for Chicago  
Hotdogs, we went to the All British  
Car Show in Oxnard, Dave Simon  
made a presentation on celebrity cars,  
and some of us participated in GoF  
West held in South Lake Tahoe. In  
the fall we met ARR in Fish Camp for  
Conclave, celebrated Halloween with

more games, and learned a little about  
the Loe's car collection. Two tech  
sessions hosted by David Spiegel and  
Steve Simmons completed the 2018  
schedule. However, most of all, these  
activities are most memorable due to  
being with our TC friends.

For Richard and me one of the  
noteworthy events of 2018 was  
breaking the left rear spring perch of  
TC 5970 on the way to the June event.

This ended 4 1/2 years of  
consecutive Motoring Guild  
participation driving a TC.  
We found life goes on and we  
still had a good day in Santa  
Paula with Motoring Guild  
friends.

Looking forward to 2019 we  
will hopefully repeat some of  
these favorite activities and  
add some new ones. Our calendar  
of events could go from the desert  
to the mountains and to the sea with

anticipated trips to  
GoF West in Prescott,  
AZ, possible conclave  
location in Morro  
Bay and a Double  
Day event to be  
determined. We await  
with great anticipation  
to see what is coming  
for our group this year.  
If anyone would like to

share their interests, skills, or passion  
please contact one of the executive  
council members. It seems we can  
have fun even if we do not drive or  
work on our MG, but are willing to  
turn up and share a little of ourselves.  
I believe 2019 will be another great  
year.

*Sandra Loe*  
TCMG President 2019



Working on the TC



Steering the TC in Funkhana

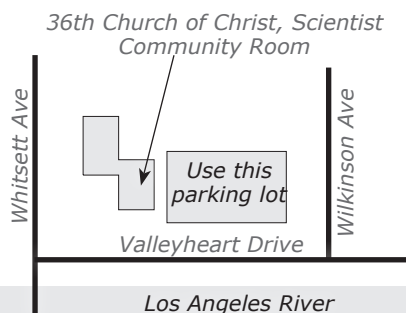


# Tues, Jan. 22nd 8:00 PM Game Night



Gene Olson is back with the ever popular TCMG Game Night. Everyone always enjoys his creativity in games. Do not miss the laughs and thrills while you learn interesting facts about TCs and our club.

Photo shows the Wheel of Misfortune game (with an actual TC wire wheel). Wonder what the game it will be this time?



36th Church of Christ Scientist  
4032 Whitsett Avenue  
Studio City, CA 91604

About a mile south of the 101 Freeway  
and two blocks north of Ventura Blvd

Use the parking lot on corner of Wilkinson and Valleyheart. Meet in the Community Room (labeled school).

## Dues Time

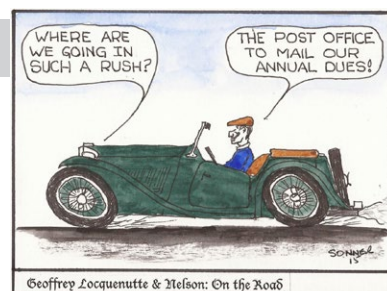
55 members (55%) of our members have already renewed their TCMG dues for 2019 at this point. Dues were DUE on 12/9/18, the day of our "Annual Meeting" and holiday party.

As always, prompt attention to this saves work for the Treasurer and is much appreciated. Thank you to those who have already renewed.

The Motoring Guild has made it easier by making PayPal available. Just go to:  
[tcmotoringguild.org/membership/renewal](http://tcmotoringguild.org/membership/renewal)

Or do a Zelle transfer to: TCMG@TCMotoringGuild.org through most major banks.

4 Checks and cash work too.



Have you renewed yet? →

\$26 for local members\* and \$22 for non local (unless you want all local event mailings and then it is \$26).

Send to:

Joyce Edgar  
TCMG Treasurer  
1454 Chase Terrace  
El Cajon, CA 92020

\* Local is  
zip code  
90000 to  
93300

## FROM THE FRAME UP

Specializing in MG hard to find parts.

"I started my business 10 years ago with the specific intent to improve quality and availability of parts for the TABC enthusiast. Today, FTFU offers an unequalled collection of parts and services. FTFU is working hard to help you keep your car on the road!"

Doug Pelton



### Here is what we can do for you!

- Catalog - 140 pages:** FTFU has most every part for TABC's. Quality items many not available elsewhere.
- Full restoration service:** We take it to the frame and rebuild each component to "like new" condition. Call to reserve a spot.
- Tub rebuild:** We can build a new body for you and/or supply wood, components and technical help for you to do the same.
- Component Repair:** FTFU can rebuild any major component that may require special tools or expertise. Instruments, dash board, shocks, stub axles & bushings, wiper motors, horns, headlamps; engines, oil pump, rocker arms, gearbox, differential, steering box, ID plates, and more.

Give us a call, we do it all!

Visit our web for valuable tech tips and videos.

[www.FromTheFrameUp.com](http://www.FromTheFrameUp.com)  
480-588-8185

Members who have not renewed as of Jan 14. Note that grace period ends March 26 to be included in the 2019 TCMG Directory.

Bailey, Mike & Sharon  
Belland, Stan & Esther  
Brinkerhoff, Kevin & Julie  
Burton, Steve  
deBruyn Pete  
Eicher, Bob & Judi  
Henkels, Cindy  
Hill, Bunker & Kathy  
Jones, Roy  
Kaplan, Sherman & Daveen  
Kershaw, George & Kevin  
Kosters, Warren & Deborah  
Kupferman, Steve & Meredith  
Larson, Bruce & Marlene  
Lloyd, Arthur

Marcotte, Joe & Pat  
McKarney, Nancy  
Morse, Roger & Lynn Arnold  
Norton, Leverne & Ruthann  
Ockwell, Charlie  
Ogden, James  
Olson, Gene  
Pate, Larry  
Pelton, Doug & Carol  
Pohle, Edwin & Karen  
Poteet, Steve & Tootie  
Pulver, Doug  
Ramos, Gus  
Roehrl, Charles & Susan  
Roth, Gene

Santarelli, Tony & Eniko  
Schrieberg, Stephen  
Simon, David & June  
Smith, Dottie  
Sonner, Brian & Jane  
Storms, Rick & Judy  
Sullivan Jim & Jan  
Tooke, Mike & Pam  
Traill Bill  
Uniack, John  
Williams, John S. & Phylis  
Williams, Willie  
Wong, Ronald  
Wright, John & Linda  
Youens, John & Nancy





# THIS IS WHO WE ARE



DELIVERING EXPERTISE SINCE 1948

Ken Hyndman

Tech Support Advisor

*Moss employee since 2010*

Our experienced sales staff can answer most questions about your British sports car. For more complicated issues, you can trust the folks in the Moss Tech department, where individuals like Ken Hyndman can provide you with what you need to get the job done. With almost 45 years of technical expertise in his tool belt, his help is only a phone call away.

**SAME DAY SHIPPING** **FREE CATALOGS** **TECH SUPPORT** **EAST & WEST COAST WAREHOUSES**



800-667-7872  
**MossMotors.com**



## BRITISH SLANG LESSONS by Curt

British

English

Windscreen = Windshield

Juggernaut = Very Large Truck

## TC Birthdays (Build Dates)

Happy 70th, 71st and 72nd Birthdays

Nov 18, 1948	TC 7149	Allan & Linda Chalmers
Nov 19, 1947	TC 4103	Stan & Esther Belland
Nov 23, 1948	TC 7175	David Mathison
Nov 25, 1948	TC 7220	David & June Simon
Nov 28, 1946	TC 1877	Don McLish
Nov 29, 1946	TC 1882	Ron Wong
Dec 01, 1948	TC 7255	James Ogden
Dec 15, 1948	TC 7383EXU	Joe Douglass
Dec 15, 1948	TC 7385	Reed & Phyllis Dickinson
Dec 16, 1948	TC 7409EXU	Kpj & Susan Hermance
Dec 16, 1948	TC 7410EXU	Doug & Carol Pelton
Dec 17, 1947	TC 4314	Ernie & Elizabeth Page
Dec 19, 1946	TC 2014	Ed & Dee Koskie
Dec 23, 1948	TC 7474EXU	John & Georgia Bowyer
Dec 23, 1948	TC 7481	John & Donna Visconsi
Dec 30, 1946	TC 2040	Tom & Emily Wilson
Jan 5, 1949	TC7517	Jim & Jan Sullivan
Jan 5, 1949	TC 7537	Richard Messer
Jan 6, 1948	TC 4438	John & Nancy Youens



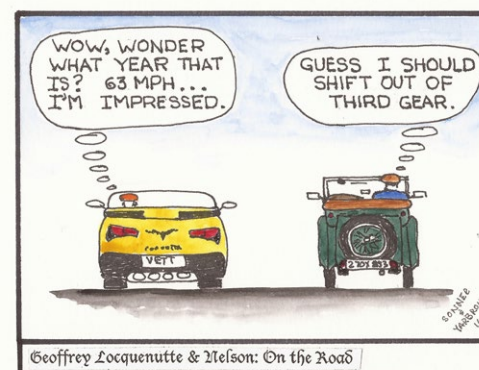
*Build dates listed are when the TCs began near the beginning of the assembly line and assigned a number.*



While these are MG factory photos from the MGB era with holiday decorations, I wonder if they also did this when TCs were being built? Note the Christmas tree on the right and the huge Santa on the left.



These photos as well as the one on the cover were taken from a Facebook page called "MG Factory Abingdon Remembered" Look it up. Many photos and remembrances of the factory from the 1930's all the way through to the MGBs. Some very interesting photos and stories there. You do have to subscribe to see the postings though.





## Racing Hunsberger TC

TCMG member, Kregg Hunsberger, says this is a reprint of a story of his father and his 1947 MGTC, written by his mother and published in *The Northrop Recreation Sports Car Club (N.R.S.C.C.) Course Marshal* September 1963 issue.

### HERE'S THE STORY OF THE CLUB'S OLDEST VINTAGE CAR – HAL'S MG TC.

#### THE DAYS OF WINE AND ROSES

By Beth Hunsberger

THE DAYS OF WINE AND ROSES is dedicated to Hal Hunsberger and the time he was single, footloose and racing his yellow MG TC.

1949-1952 Hal was extremely active in the Sports Car Club of America, whose members were such greats as Jack and Ernie MacAffee (not related) Beel Pollack, Thatcher Darwin, Chuck Manning and Arnold Stubbs. At that time Jack MacAffee was driving a Blown Modified Black T.C. with the well-known number 88, and Arnold Stubbs drove another T.C. called 2 JR.

This was Hal's big competition in all their events. Palm Springs at the time held one of the South land first Sports Car Road Races, but Hill Climbs seemed to be the favorite of most of the active SCCA Members.

One particular Hill Climb will always stand out in Hal's mind. It was Sunday, April 11, 1952. The Sport Car Club at Gorman on the Ridge Route. To be precise, the event covered ½ mile  
8 on the old Ridge Route which went

thru Sandburg (an old stage coach stop and later a layover point for the early tourists). The road wasn't a surface road as known today. It was concrete section with soft shoulder and steep incline on the one side and soft shoulder on the other.

Practice started at 8:00 with one timed practice run and two official timed runs. Hal was most interested in MacAffee's time as it was one of the fastest times recorded for practice. Hal went through: his time was ½ second faster than MacAffee's.

Hal felt now would be a good time to go through for an official time.

To anyone who is interested in how to drive a Hill Climb, here is an eye witness report.

I had a wonderful vantage point at the second S turn where we stood listening for Hal's number.

At turn one everyone felt he could easily better

his practice time. As he came into the straight away and nearing the S turn he was awfully close to the soft shoulder. As he came closer we could see him kicking up dust. All of a sudden his front wheels were in the sand and the car was out of control. (Remember, this is an eye witness speaking.) Hal claims he had full control of the car. But the next thing we knew Hal was on his side with wheels spinning.

All of a sudden the crowd on the hillside was down at Hal's side, but assistance was something he didn't want. He snapped his



Kregg



Caption reads: "The next thing we knew Hal was on his side with wheels spinning."

safety belt and climbed out. To look at the T.C. it looked like something that wouldn't be driven again for a long time.

The mob got the car back on its wheels, and a disgusted Hal started to check the car over. A few scratches on the left side, left fender about six inches higher than the right fender.



Caption reads: "All of a sudden the crowd on the hillside was down at Hal's side."

Caption reads: "The mob got the car back on its wheels."

This TC still drives around today as son, Kregg, now has it and enjoys taking it out.



3.) "The mob got the car back on its wheels."





## Member Profile - Jim Crandall

This article was first run in the Classic Chassis Sept/Oct 1990 issue and reprinted here.

*We spiraled down from an altitude of eight thousand feet in hot pursuit of the Red Baron. Little Red Wagon was close behind.*

*It was one of those exhilarating, mountain descents in the late twilight, the old XPAG engine purring melodiously, beating against the exhaust notes of the MG TCs ahead and behind.*

My image of that evening past is clear, but strangely surrealistic. It returns now and then, complete with sounds and smells, but somehow lacking in reality as thought I dreamed it. That part of my brain that stores TC memories is full of such images. Though specific dates are often lost, the places and faces are vividly remembered. The place was the road winding down from Glacier Point in Yosemite, the faces were Clarence Weiss, the Wimers, and of course, Norma, who has been in the picture for thirty four years.

Long before that pleasant evening in 1989 during the annual TCMG/ARR Conclave, my TC "memoirs" began. The year was 1960. We had been married just over four years, and had recently moved into our

first real house in the new community of Woodland Hills, California. We had started our family, built our fence, planted our grass, furnished in "early Akron" and, to make the California dream complete, contemplated the purchase of our first sports car.

*It was gleaming white. The wings swept up gracefully in front and tucked in modestly at the rear. The doors raked back and the windscreen tilted forward. The huge spoke wheels magically complemented the*

*angular assemblage of shapes and spaces. It was just as I had remembered from my high school days a decade earlier when I had coveted a brand new, 1948 MG TC belonging to a well-to-do classmate. A small "for sale" card was taped to the glass. My heart raced. Then, at my side, I heard Norma say, "I love It!" and I thought to myself, "Yes, there is a God!"*

The truth is, that first TC was pretty rough. Its front fenders had been "creatively" reformed by a body-and-fender man who had never seen an original, the canvas was in sad shape, the steering was sloppy, but all in all, it was a strong car and it saw us through our fledgling years in sports motoring. Within weeks of our purchase, we met Clarence and Barbara Weiss who introduced us to the TC Motoring Guild. I was impressed by its motto, "an organization dedicated to the restoration, maintenance and use of the MG TC. I had done my best to "restore and maintain" our new acquisition: new tires, belts, hoses, spokes, patched canvas and a coat of paint for the engine and undercarriage that could be accessed without total disassembly. Now, we were ready to "use" the car, and the T.C.M.G. provided our first opportunity.

*A forty knot crosswind buffeted the TC from side to side across the narrow, desert road. It was difficult to control with a steering box that pre-dated the Tompkins Kit and the Moss modification. Even so, it was an awesome experience for me, sandwiched between seven or eight TCs racing in tight, noisy formation toward Lake Isabella. At the lake, it began to rain, making it necessary to have our lunch standing in a County Park shelter, where, as we ate our cold meal, everyone excitedly shared their versions of the morning run. Some veteran*

*TCers assured me that "they all steer that way." That evening the tired, little caravan returned to L.A. in a driving snow storm, and to my surprise, no one lost their sense of humor. We all knew we had shared something special.*

Our initiation run turned out to be a real test, and we had passed. The TC had held together and so had we, and through we didn't know it at the time, we became inextricably bonded with people who were to become our closest friends for the next thirty years.

After "paying my dues" on newsletter committees, event planning, and various other club posts, I became President of the TC Motoring Guild in 1966. The selection process in those days was an awkward one. The membership was provided with a choice of at least two candidates for each office, but this resulted in the elimination of half the members willing to serve. In the late seventies, the system was changed to the one we have today. A Board of Directors was selected, and they met in private session before their term began, to divvy up the jobs. The protocol during those meetings was for everyone to modestly deny one's ability to take notes, balance books, organize events and especially, to act in a leadership role. The last time I was included in this group, there was a conspiracy. Of this I have no doubt.

*The ambience was warm and friendly, and a spirit of camaraderie filled the room. Six of us had just been chosen by the membership to guide the Club for the following year, and we all waited apprehensively for the "dance" to begin. Suddenly, a strange thing happened. Instead of the traditional ritual of self-deprecation, people started to volunteer! "I'd like a whack at the books this year," said the first. "You got it! Treasurer." "I'll give the Secretary's job a shot," said another, "and put me down for Membership Chairman while you're*

*at it." "Great!" "I can't be at all the meetings, but I can sure handle V.P. with no trouble." "That's the spirit!" I had never seen anything like it! The enthusiasm was over-whelming! I was speechless! When I awoke from my momentary trance, I realized that all eyes were upon me. I'll never forget the satisfied smiles on the other five faces. One especially sincere face said, "How about you, Jim?" "What's left?" I mumbled, knowing the answer before the words were even out of my mouth.*



The Crandalls with their white TC

After my second term as President, I took on the job as newsletter editor for the third time. It was our first computer-generated CLASSIC CHASSIS, and it met with mixed reviews. As a publication, it was clean and organized with content that was quite satisfactory,

but as graphic design, it was somewhat controversial. The jagged headlines and unfamiliar fonts created on my primitive dot-matrix printer drew some criticism, and I couldn't help but recall earlier days when concern over the type style, text legibility and cover design was nearly non-existent.

*The house hummed with activity. In one room, "reporters" agonized over handwritten stories about recent runs and up-coming events. In another room, a team of "typesetters" pecked at purple master pages on a variety of vintage typewriters. A frustrated "pressman" swore at a reluctant spirit duplicator as it mutilated pages and released acrid, alcoholic fumes into the close atmosphere. Later, a noisy procession repeatedly circled the dining room table as the TCMG NEWS (not yet known as the Classic Chassis) was assembled by a half dozen human collators. Around midnight, a tired but satisfied group folded and stapled a ten page collection of amateurish art, semi-humorous cartoons, hand-lettered headlines and copy complete with crudely-corrected typos. Finally, stamps were*

(continued on page 14)



## November 27<sup>th</sup> Meeting Minutes

President Curt Sorensen called the meeting to order and circulated the attendance sheet. Member Cliff Lemieux introduced his guest, Bob Brown. Thanks were extended to Karen Olsen for providing tonight's refreshments, to Richard Loe for tonight's program, to Lucy McCanne, Joyce Edgar, and Karen Olsen for organizing the Holiday Party/Annual Meeting. Curt listed eight local members that own TCs manufactured in November: Appells, Shapiros, Roy Jones, Bellands, Mathisons, David Simons, Don McLish, and Ron Wong. Curt reviewed "things on the table" that include a tappet adjusting tool.

Cliff shared that his TC is drivable and the restoration is almost done.

The October general meeting minutes were submitted and approved as printed in the Midget Chassis.

Treasurer Joyce Edgar posted the Treasurer's report and commented that there are 51 reservations for the Holiday Party.

Editor David Edgar encouraged everyone to submit items for the newsletter. Gordon Glass suggested members write an articles "How I Got My First TC" for coming editions of the Midget Chassis.

Steve Simmons reported there are no new regalia items, however he has a good inventory. He also mentioned the website is updated twice a month and there is a lot of good information included on the site.

Sunshine Chair Bobbie Simon had nothing new to share.

Members impacted by recent fires included Mathisons, Crandalls, Campbells, Sorensens, and the Simmons. All have returned home to tackle the cleanup.

Don McLish, historian, had nothing new to report.

Hospitality Chair has been shared by Jan Sorensen and Bobbie the last few years. Bobbie is retiring and Jan is looking for a co-chair.

Completing the "old business" portion of the meeting was an update on the 2019 election and Holiday Party plans. The Loes have sent the ballots to members and Linda Simmons says several have been returned to her. The Holiday Party is at the Sportsmen's Lodge December 9th.

There was no new business.

The meeting was adjourned at 8:17 PM for a break before the program presented by Richard on the Loe car collection.

Respectfully submitted,

*Sandra Loe*

Secretary



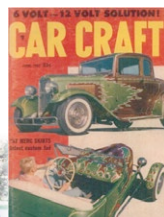
*I think there were 16 cars Richard presented that night. British iron would have to be another program.*



*His first car, (before he could drive) and still has, is his '29 Model A Sports Coupe*



*They own two '29 Roadsters which have been on magazine covers*



*His latest purchase (had not even picked it up yet) is this '40 Ford P/U*

*FANTASTIC program and looking forward to the British program.*

## Annual Meeting/Party Minutes

The meeting was called to order by President Curt Sorensen who welcomed guests True Lawson, Jill Einhorn, and Eric Belland. A big thanks was extended to members that helped make the evening special: Lucy McCanne and team (organizers), Esther Belland (toy drive), Loes and Simmons (election).

The election results were announced: Joyce Edgar, Stan Belland, Richard Loe, Steve Simmons, Larry Einhorn, and Sandra Loe were elected. The 2019 Executive Council was asked to stay for a short meeting after the auction.

Treasurer Joyce Edgar posted the Treasurer's Report.

The business meeting was adjourned at 8:20 PM.

The program started with the first of three door prizes. The Thelander won \$50. During the evening Gordon Bundy won \$25 and the Crandalls won the final prize of \$25.

The awards portion of the evening resulted in the following: Loes - Breakdown, Curt and Joyce - Mason, and the Simmons - Earl Sargent and Iron Bottom.

The auction led by Larry Einhorn and toy drive completed the activities.

Respectfully submitted,

*Sandra Loe*

Secretary



*Great company, great dinner, and a great time was had by all*



*Breakdown Award won by the Loes for a broken rear spring hanger*

*Earl Sargent Award won by the Steve & Linda Simmons for most participation in club events with their TC (including the party that night)*



*Tie for the Frank Mason Award\* to Joyce Edgar and Curt Sorensen*



*Pete Thelander won the \$50 door prize, while Bundy and Crandall also won \$25 each*



*MANY, MANY THANKS to Larry Einhorn, our auctioneer, for a well done task of getting us to open our wallets.*



*\* Presented to club members who most exemplify the aims of the Motoring Guild in the perpetuation of the TCMG*





## Member Profile on Jim Crandall (continued from page 11)

licked and stuck, sighs were heaved, and dessert was served.

Today, a much smaller group of skilled volunteers electronically assembles high quality headlines and scanned art on a Macintosh computer and prints a near-professional quality newsletter on a start-of-the-art photocopier. But that is not the only "progress" we have come to take for granted. When we travel, modern cars often outnumber TCs, and we sleep in comfortable hotels instead of tent cabins. We read "TECH TOPICS" with interest and watch passively at meetings as experts refresh our memories on TC maintenance, but the old, hands-on "shop nights" are almost a thing of the past. Are we getting soft? Are we getting lazy? Are we getting old!? What does our future hold?

A dozen, late-model Rocketdyne touring capsules race down the automated, ocean causeway connecting Santa Barbara to the Palos Verdes Peninsula, leaving the old Pacific Coast Highway to the congestion of slower, soar carts and ponderous, methane-guzzling pleasure pods. The sleek "T-Caps" on the "magway," moving at two hundred kph, are all metallic gray, designating the status of the elderly drivers. They are returning home after a pleasant, TCMG/ARR Conclave Week at the Cambria/Morro Beach Resort. Their annual meeting with the Alameda Robot Riders is always fun, and, as usual, dominated by talk of the "good old days of gasoline." Suddenly, a soft tone alerts one of the aging drivers that the on-board computer is about to speak. "Excuse me again, Mr. Crandall, but your propulsion charge is dangerously low." "Did I detect a note of sarcasm in that message?"

14 remarks the balding, portly driver to

his wife, still at his side after thirty-four years. "Remind me to get that voice chip changed." He touches a switch on the back of his controller, and speaks into a voice-activated, audio/video transmitter in the center of the console. "Little Red Rocket, this is Yellowatts, over." The face of the lead driver appears, his mop of snow white, curly hair only partially visible on the tiny screen. "Problems, Jim? "Yeah, sorry, but I forgot to plug in last night, and I need a quick fix." "Ten-four" At a pre-arranged signal, the twelve-capsule caravan of the prestigious, Touring Caps-Montrose Group" simultaneously switches to manual drive, slows to 100 kpm and moves into an emergency lane. "Yellowatts, this is Electric Eye. I'm right behind you. Ready to lock?" "Ready" "Locked" Seconds pass. "Charge complete" Thanks a bunch" "You owe me a Stoli." "Anytime. Red Rocket, this is Yellowatts, ready to go back onto the magway." "Roger. Over we go..... now!"

Back in the automated lane, Yellowatts relaxes, pours a chilled, pseudo-martini, and begins to reminisce. "You

know, one of my favorite Conclaves was at Yosemite back in '89. We were touring down from Glacier Point in the old MG TCs just after sunset, and ....." "Oh god, he's going to tell the story again." One by one, video screens dim and audio systems are placed on "Silent Standby." A button reclines the musing driver on a cushion of air, and he drones on. "Clarence was in the lead, and Doug was behind, and that old XPAG was purring like a kitten." In most of the other capsules, the only sound is the quiet hum of the environmental system and the faint whine of the electric turbine echoing off the blurred guard rail.

*Jim Crandall*



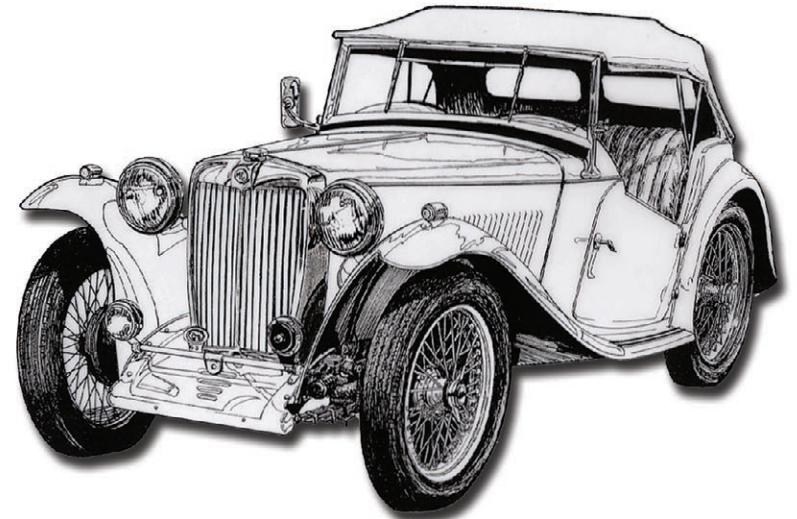
Jim and Norma who go by Yellowatts with their future touring capsule. But who recalls their TC CB handle?



## J. C. TAYLOR ANTIQUE AUTO INSURANCE

J.C. Taylor has been protecting prized possessions since 1929. We know the industry and the cars. And best of all, we know you. This is not just a car to you, it's your time machine, your memory scrapbook. It's your passion, and *ours*.

Insure with J.C. Taylor, and you can drive through time with peace of mind.



JCTAYLOR.COM

1-888-ANTIQUE



[facebook.com/jctaylorinsurance](https://facebook.com/jctaylorinsurance)

J.C. Taylor Antique Automobile Insurance  
320 South 69th Street  
Upper Darby, Pennsylvania