



TC Motoring Guild CLASSIC CHASSIS



Find out more about this photo of the TC track rod with Steve Simmons' article on page six



Steve Simmons (l) presents Cliff Lemieux (r) the TCMG Breakdown Award this year due to a crack between two cylinders on his TC



Joyce Edgar (r) presents Sandra Loe (l) with the Earl Sargent Award for exemplifying the aims of the TCMG



Jan/Feb 2020

December Annual Meeting and Party

More photos and minutes on page 8

(Above) TCMG members collected toys plus \$460 for the Foster Children's Resource Center



Richard & Sandra Loe once again are awarded the Earl Sargent Award for driving their TC the most on TCMG events this year. They also earned the Iron Bottom Award for making EACH and EVERY club event, including the party that night, driving the only TC.





CLASSIC CHASSIS Jan/Feb 2020

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2020 DUES

Thank you to those who have paid their 2020 dues already (about 70% of you). We hope the rest of you join us again for 2020 for more TC fun. We expect it to be an exciting year. Dues are \$26 for those who live in the 90000 to 93000 zip codes (local members) and \$22 for those who live further

Preferred payment via Zelle bank transfer to:
TCMG@TCMotoringGuild.org

May also remit thru **Paypal** to above email address

or **mail checks** made out to TCMG or
TC Motoring Guild to:
TCMG
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El Cajon CA 92020-8368

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Hospitality	Jan Sorensen 818-991-6152	janwlv@aol.com
	Linda Simmons (see directory)	linda@mgnuts.com

Steve's Thoughts



newsletters and organized tours and other events.

By year's end, Terry had renewed enough enthusiasm to allow another meeting to be held. This was the infamous gathering at Jim Bradeson's house, where those attending were greeted by a TC in his living room! The meeting spread enough excitement to keep the ball rolling, and elections were soon held for the 1957 Executive Council with Ron Simon taking the lead as president. The first conclave was held that year, and the rest is history.



Our 65th year is behind us and TC Motoring Guild soldiers on! But things weren't always so certain. It was only last year that we welcomed our club's first female president (one of our finest if you ask me), and this was certainly long over due. However we must not forget the many other women who have played important roles in the history of this fine organization, and one in particular who became vital to its very survival.

The year was 1956, and the club was barely two years old. The previous year had seen many successful activities and the future looked bright. But in 1956 when our elected president Bill Harpe moved away, the briefly leaderless group started to fall apart. It was Terry Mason, then secretary of the club, who saw what was happening and took action. She alone collected dues, send out

Surely I can speak for all of us when I say that I'm grateful for Terry's efforts to save what she knew could become an important institution in the hobby. A club that, 66 years later, still works to preserve and honor an important part of automotive history - the venerable MG TC.

Steve Simmons
TCMG President 2020



Sandra Says

2019 was a memorable year due to the efforts of our members. We learned about the Loe's, the Thelander's, and the Shapiro's car projects, Cliff

Lemieux's TC restoration, and the Appell's transmission upgrade by Malcolm Buckeridge. Additionally we heard about the Spiegel's MG tour in New Zealand and David Mathison's time in Africa. Several members graciously opened their homes for club gatherings including the Crandalls, Einhorn, Simmons, and Cindy Henkels. The highlight of the year was Joe Douglass' 100th birthday party. A big thanks to Larry, Kay, & Jill Einhorn for making this a very special event and insuring Joe could enjoy the event via video.

Thanks to the Executive Council and committee chairs that helped the year run smoothly: Stan Belland, Joyce Edgar, Richard Loe, Larry Einhorn, Steve Simmons, Curt Sorensen, David Edgar, Jan Sorensen, Linda Simmons, Bobbie Simon, and Karen Olson.

Thanks to everyone that helped with a program, an event, refreshments, contributing to the newsletter, or behind the scenes technical support. You made the year special.

We started the year with rain for the Lame Duk Kup and ended the year with rain for the Holiday Party. It did not dampen our spirits, it just made 2019 that much more memorable.

Sandra Loe
TCMG President 2019

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**Tuesday,
Jan 28th**
8:00 PM
Gene's Game Night

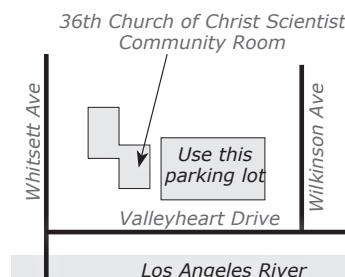
Gene Olson is back with the ever popular TCMG Game Night. Everyone always enjoys his creativity in games. Do not miss the laughs and thrills while you learn interesting facts about TCs and our club.

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



Annual Lame Duk Kup Event

**Saturday,
January 39
(aka February 8)**



Start off the new year with a thrilling, no holds barred TC Motoring Guild miniature golf competition! The winner takes home our coveted Lame Duk Kup Trophy, to be treasured for one whole year. Lunch and awards will follow at a nearby Pub.

Meet on Saturday, January 39 (aka February 8) at Castle Park, 4989 Sepulveda Blvd, Sherman Oaks at 9:00 AM, located on the west side of Sepulveda Blvd just north of the intersection of 101 and 405 freeways. Our competition begins shortly after we arrive. Price per person is \$3.00 for one 18-hole round.

Lunch and awards will follow at the nearby Robin Hood British Pub,



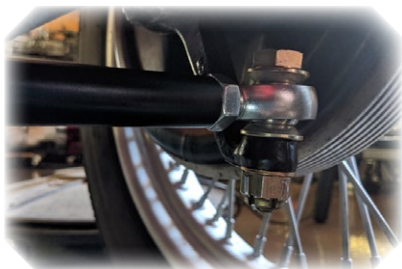
BRITISH SLANG LESSONS by Curt

British		English
Accumulator	=	Battery
Hole-In-the-Wall	=	ATM
Cuffed	=	Proud

Modern Alternative for a TC Track Rod

A recent safety inspection of TC8975 revealed a bent track rod. I took this as an opportunity to experiment with a new steering linkage design. First, a brief explanation of how it all works.

The MG TC has two rods in the steering system. The drag link connects the drop arm on the steering box to the left steering arm. The track rod then connects the left steering arm to the right steering arm so that the wheels turn together. The rods are made from 5/8" steel tubing with male threads on each end. The four rod ends screw onto these threads, and are then attached to the car.



The rod ends themselves are internally spring loaded. This helps protect the steering box from shock damage caused by road imperfections. This was especially useful on the poor quality roads around England in the 1940's. Unfortunately it also introduces a bit of added slop in the steering, on top of the play already inherent in the steering box itself. This play not only contributes to the difficulty some people have in holding a straight line at speed, but it also has an effect on alignment. How, you ask? I'll explain...

Due to the geometry of the car's steering system, as you drive forward the wheels want to toe out. The track rod between the wheels is what prevents them from doing so. The faster you drive, the more outward pressure is exerted. Since the rod balls are spring-loaded, this means that the faster you drive, the more your toe-in decreases, up to the point where the springs in the rod ends are fully compressed and can go no further.

6 This reduction of toe-in can reduce

stability at higher speeds, and is one reason why you want to eliminate as much play in the rod ends as possible. Normally this is done with the adjusters on the rod ends themselves.

Another weakness of the original setup is the small diameter of the rods. The track rod in particular is known to bend over time and when that happens it must be replaced. Straightening them usually doesn't last.

From a durability standpoint, Datsun and VW aftermarket steering units are much stronger than the TC's original Bishop Cam unit (we will not discuss other pros and cons here). For those who have changed their steering box for one of these alternatives, the spring-loaded ends become less important and according to many, completely unnecessary. Some argue that even with a stock steering box, the original style ends are not necessary because the cars are no longer driven in such abusive conditions as they were when new. With modern roads and the average owner driving only for pleasure, they may be right. Also worth noting is that many racers use solid rod ends with the original steering box. For a time, modern style rod ends (like TD, MGA, MGB) with no spring loading were available for TC, but these are no longer being made.



l-r - non original replacement ball joint: original spring loaded end joint: Helm joint (as known in the US) or Rose joint (British term)

With this in mind, I set out to experiment with solid rod ends on TC8975, which is equipped with a Datsun box. I started with a 3/4" chromoly steel tube which was threaded reverse on one end to allow easy

toe alignments. High strength rod ends were added, along with aircraft-grade hardware which is not only very strong, but has the precision necessary to fit into the machined steering arms without any play. The length of the bolt's shank is also important because you need to ensure there are no bolt threads inside the bore of the steering arm. To account for the change in angle of the steering arms as they move back and forth, tapered spacers are used above and below each rod end. Without them the body of the spherical end will contact the steering arm.

The result of installing this new track rod on TC8975 was a noticeable reduction in steering wheel play. The Datsun and VW boxes always have a small amount of play at center, but with the box adjusted correctly and the new track rod installed, it has been almost completely eliminated. On the road, stability and steering response have also improved at all speeds.



Wandering at high speeds has been slightly reduced.

Theoretically you can also run less toe-in with a solid setup since there will be no change in toe alignment as you gain speed. As an experiment I'm calling the new rod a complete success. The next step will be to design a new drag link to match the track rod and further reduce play.

For the most hardcore purists in the crowd, there is a downside... aesthetics. The rod is a little larger than original and the ends, which can be easily seen, are obviously a modern design. Leather boots can be installed which would fool anyone who cared enough to inspect your steering rods.

Anyone interested in a track rod of this type for their TC is free to contact me for more information.

Steve Simmons



Note From Art Lloyd

Not much to tell about winters in New Jersey..... snow last night and the TC safely bedded down in the garage for a while although I do try to get out and start her up to get the fluids running almost every day. Top down driving can get a little annoying sometimes so you just have to dress for it and after eighty-nine Jersey winters I think I've figured out how to handle it. In all the years I've owned MGs I've never put a top up in winter and even the neighborhood kids get a big kick out of cold weather rides, although I'm sure some of my neighbors think I'm a little nuts sometimes. Winterizing a TC? Nothing special just plenty of anti-freeze.

Arthur Lloyd TC5496

Sometimes we get notes from our members. This one from Art Lloyd in New Jersey.



Holly, Art's basset hound, checks out the Dunlops



**Cliff
Lemieux**

Transmission Selector Shaft

Throughout the repair and restoration of my car over the many years I've held to the maxim, "Never throw away anything MG." But now that my project is done, (being an optimist!) I'm organizing all the leftovers: new parts that were never used; used parts that are still usable; and, quite frankly, some trash that I just hate to part with. However, one part that I came across - one that was bought during my "driving days" - was a brand-new transmission Selector Shaft. Of course, there's a story...

Shortly after we were married, when we were a two-car family, I began having trouble with the TC transmission, so I took the car in to the J.R. George Garage in Oxnard. Back in the early 60's Oxnard had two sports car garages - Jim's Garage, which had a stable of young mechanics, and J.R. George who was a one-man band, and who I considered to be a master mechanic. The garage, long-since gone, was located in the heart of Oxnard on the corner of 4th and Oxnard Boulevard where the Transportation Center and Amtrak Station complex is now.

The car, of course, would be out of commission while he disassembled and rebuilt the trans. And, we had to make do with my wife's 64 Pontiac Tempest to get to two jobs on different schedules.

Well, after about two weeks of inoperability and what I considered lack of progress (I could see the disassembled transmission case still on his workbench), I asked, practically demanded, what the hold-up was. He said that he was waiting on one part - the Selector Shaft. I left, resolved to get this project moving again.

In those days there was no Internet, and Moss most likely couldn't supply the part, so I started calling around to just about any parts house that I could find in the L.A. area. At the time 48 MG's were just used cars, so you could find parts suppliers all over the metropolitan area. Well, after about a week I did manage to find a store that had the part, drove to L.A. to pick it up, and showed up with it the first thing on a rainy Monday morning at J.R. George Garage. I plopped it down on his counter, and said something like, "Here, now you can work on it." He looked at me and said, "I already got the part."

I was so mad that I could barely see straight. I told him to "just put all the parts in a box and I'll take the car to Jim's Garage."

He said, "Wait a minute. If I just worked on one car, I'd lose all my regular customers. People are coming in all the time with minor repairs, things like replacing windshield wipers, and I have to service them when they do come in. Otherwise, I'd be out of business."

Chastened, I just said, "Ok," picked up my part, and left.

A week or so later the car was ready: I picked it up, it drove fine, and I was satisfied.

A decade or two later, when it was time to restore the transmission, I removed the cover to inspect the insides. There was no wear on the gears, bearings, shafts, etc.- everything was shiny, oily, and tight. I replaced the Speedometer Pinion Housing and Rear Cover Plate with new & improved ones, painted the case, rechromed remote-control parts and replaced the Anti-Rattle Spring. But I didn't touch a thing inside the case; there was nothing to improve.

And, I still have my J.R. George Memorial Selector Shaft.

Cliff



John & Georgia Bowyer Collection

Sometimes we get notes from our members. This one from John & Georgia Bowyer in Texas.



Their TC 7499 EXU Chassis with partial body for TC 1733 (long story for later)



l-r: 1952 MG TD, 1946 MG TC 1733, 1949 MG TC 7474 EXU



1941 Rolls-Royce Phantom III (The very last Phantom III made)



1959 Ford Fairlane 500 Skyliner (retractable hard top)



Bare aluminum 1948 Rolls-Royce Silver Wraith (coachbuilt by Rippon Bros, long story and history) Also a '05 H-D Dyna Low Rider & '07 H-DSportster



1939 Rolls-Royce Wraith limo 2015 Corvette Stingray



'57 Thunderbird '07 Mercedes SLK

The garage is decorated with things related to the car or period. The second floor of the main garage building is a music area, except for a library with auto books.



Not pictured: 2008 Mercedes & 1982 Mercedes 380SL



John & Georgia Bowyer We thank them for sharing the photos



A Very, Very Busy TCMG Member - Tom Wilson

I contacted TCMG member Tom Wilson from Indiana, to check in with him and find out what he has been up to. I knew he was a busy guy but his answer left me in awe. Does he ever sleep?

First off he reminds me that he is restoring 14 MGs right now. He has two of his TCs, (which he wants to finish first), but is also working on an L1, 4 J2s, 4 PAs, 2 PBs and a VA saloon.

His Kimber Creek MG upholstery business is doing great. He did close the order book last July so he could make time to build his own cars. Plan is to reopen it in the spring, but may just put it off. He really wants to work on building his cars, not everyone else's. His biggest customer (himself) has 14 interiors/weather equipment packages on order – that's himself!

MMMs are progressing, slowly right now as planned. He's putting efforts into the 2 TCs – 0179 and 2040, though, but been sidetracked for a couple weeks doing a repair job to 0273 (his 3rd TC).

MMM front axles are all measured and items identified to correct (minor angle tweaking, a few kingpin holes reamed out a few thousandths to use oversize kingpins for firm fits. The 22 steering knuckles are all getting new stub axles – that work is about 65% complete.

MMM instruments are almost complete. John Marks at Vintage Restoration is doing the project Tom says. What he's done so far is superb.

MMM rear axles – all new tapered axle shafts with matching hubs are here. All new front hubs are here. All new wheel knockoffs are almost done with custom engraving so the Rudge Whitworth design is in fine lines instead of that coarse look that the current repros are like.

Ash for the 11 tubs is sliced, dried, and in the lumberyard warehouse waiting to be built. The ash was personally selected and was sliced to his specifications – thickness, quarter/rift sawn, etc.

10 The BIG step forward was completing

his new workspace. He built it underneath his garage and driveway – and calls it the studio. Custom designed for comfortable MG working space.

On the 2 TCs, lots of good work done but no major assembly yet. The gear box nuts for the rear plates arrived from Roger Furneaux (mad metric 5/16 and 3/8BSF size to fit on 8/10mm threads), so now can button up the backs of those 5 gearboxes. Then do the bellhousings for the ones he has. Remotes are complete. He'll keep two for 0279 and 2040, and sell the other 3.

Next on the TCs are two jobs – reassemble the dampers and build the tubs. Will start both of those in the next 7-10 days. Dampers are all painted, parts ready, just need assembly. There are 12 of those, only need 8, will sell 4. Tubs – need 2 will build 2. Wood is all cut, doors finished, sheet metal all formed, slave chassis' ready to go. Assembly time!



Five TC transmissions in assembly line.



Emily (wife) uses shop area to work on her wool projects.

TCMG Annual Meeting, Party, Toy Drive

President Sandra Loe called the meeting to order at 7:45 PM.

Sandra introduced guests Eric Belland, Connor Brock, Jill Einhorn, Bob Brown, Phyllis Mathison, and Mark Mathison.



She then thanked the members of 2019 Executive Council and Committee Chairs for all the work they have done this year. She also thanked all the club members who contributed to making this a memorable year through their participation and help.

Secretary Richard Loe announced the minutes for the November Meeting and the Annual Meeting will be published in the next newsletter.

Treasurer Joyce Edgar has this month's financial statements available for review by members.

Steve Simmons announced the candidates for the Breakdown Award. By vote of the members present, the recipient of the 2019 Breakdown Award is Cliff Lemieux.

Steve announced the Earl Sargent Award and the Iron Bottom Award were won by Richard and Sandra Loe.

Joyce Edgar announced the recipient of the Frank Mason Award is Sandra Loe.

Sandra announced the members who were elected to the 2020 Executive Council. They are Toni Appell, Larry Einhorn,

Joyce Edgar, Cliff Lemieux, Steve Simmons, and Curt Sorensen. Sandra Loe, as past President, will serve as the ex-officio member of the Executive Council,

Sandra thanked the members for their cash and toy donations to the Foster Children's Resource Center. The amount of the cash donations is at least \$425.

Sandra thanked Karen Olson for all the work she has done organizing the Holiday Party and Joyce for handling the finances for the party. She also thanked Steve for the slide show, the Edgars for the AV and PA equipment, the Bellands for coordinating with the Foster Children's Resource Center, Larry Einhorn for being auctioneer, and the hotel serving staff.

Sandra reminded everyone that 2020 dues are now payable and the next monthly meeting will be January 28. She also requested the members of the 2020 Executive Council gather for a short meeting after the auction.

The meeting was adjourned at approximately 8:15 PM.

Respectfully submitted, *Richard*



A great way to end the year with TCMG friends.



Many, many thanks to Larry for coaxing bids at the auction.



November 19th Meeting Minutes



The usual two TCs at the meeting



Sandra starts the meeting with a poem

President Sandra Loe called the meeting to order at 8:04 PM.

She read the poem "Old Car" by Jermaine Carter.

Sandra confirmed the attendance sheet was being circulated.

Guests at tonight's meeting were introduced. The guests were Bob Brown, David Mathison's daughter Tamara, and his grand daughter Doleen.

Sandra thanked the Simmons for last month's Halloween program, the Simons for bringing coffee to the meeting, the Edgars for preparing the ballots for this year's election, and Linda Simmons for mailing and receiving the ballots and tabulating the results of the election.

Sandra also thanked David Mathison in advance for presenting tonight's program.

The members were reminded reservations for the Holiday party should be made with Joyce Edgar. The current cost is \$50 per person. Joyce informed us there are currently 40 paid reservations and 2 pending reservations,

Sandra noted the TCs of 6 local members were produced in the month of November. These are the TCs belonging to Belland, Mathison, David Simon, McLish, Wong, and Douglass.

Sandra related world events which occurred in November in 1945, 46, 47, 48, and 49.

Secretary Richard Loe reported the minutes 12 from the last meeting were published in

the most recent newsletter and asked if there were any additions or corrections. None were suggested. By vote of the members present the minutes for the October meeting were accepted as written.

Treasurer Joyce Edgar reported Mike and Sherri Simmons are new members. They have recently purchased a completely disassembled TC to be restored. The restoration will be spearheaded by their son, Steve. Joyce suggested people who are not going to be able to attend the Holiday Party could make a donation to the club sponsored charity, Foster Children's Resource Center. At this point, \$343 has been collected in cash donations which will be given to the charity in addition to the presents which will be collected at the Holiday Party. Joyce reports we have money in the bank and it is time to pay membership dues for 2020. She read a list of the members who have already paid their 2020 dues. Copies of this month's financial statements are on the piano for membership review.

Holiday Party coordinator Karen Olson reported on arrangements for the party. She told us the bar will be open at 5:00 PM. The party will not be in the room we have used in previous years due to construction.

Editor David Edgar says he is already collecting material for next year's first newsletter. Sandra thanked him for all the work he has done on the 2019 newsletters.

Regalia Chair Linda Simmons reports we have a good inventory of regalia items.



Part of our TC friends in attendance



David Mathison speaking on his time in Africa

Webmaster Steve Simmons indicated the website is being updated at least twice a month and encourages members to submit new material.

Sunshine Chair Bobbie Simon has talked with Esther Belland about Stan's recent fall. She is also sending a birthday card to Gene Roth.

The Einhorns have talked with Joe Douglass and they think it is unlikely Joe will attend the Holiday Party. They suggest members make arrangements to visit him at his home.

Sandra reminded the members the Holiday Party will be at 5:00 PM on December 6th at the Sportsmen's Lodge, the next monthly meeting will be January 28th, the Lame Duk Kup will be early February, and the VMG Parts Exchange will be November 24th.

David Mathison added his red TC is for sale. He says it runs very well and looks good at 10 feet.

The meeting was adjourned at 8:24 PM.

Respectfully Submitted,

Secretary, *Richard*



TC Birthdays (Build Dates)

Jan 5, 1949	TC 7515	Jim & Jan Sullivan
Jan 5, 1949	TC 7535	Patrick Moran
Jan 5, 1949	TC 7537 EXU	Dick Messer
Jan 6, 1948	TC 4438	John & Nancy Youens
Jan 12, 1949	TC 7581 EXU	Bunker & Kathy Hill
Jan 12, 1949	TC 4490	Steve Burton
Jan 13, 1949	TC 7621 EXU	Stan Lucas
Jan 21, 1949	TC 7670 EXU	Doug & Carol Pelton
Jan 30, 1949	TC 7773	Moose Stovall
Feb 1, 1949	TC 7781	Beau & Annie Sicotte
Feb 2, 1948	TC 4681	David Reid & Terry Schuller
Feb 2, 1948	TC 4694	Curt & Jan Sorensen
Feb 3, 1947	TC 2289	Micahel & Jody Jones



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

Happy 71st, 72nd, and 73rd Birthdays

GoF West 2020

June 28-July 3, 2020

WELCHES, OREGON

\$45.00 USD before April 16, 2020
\$55.00 USD after April 15, 2020
In Spirit \$25.00

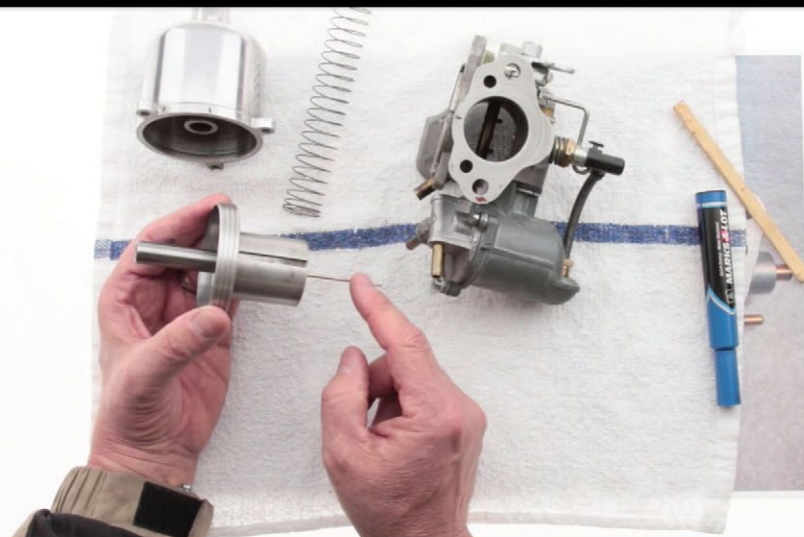


More information and registration forms can be found at: GoFWest.org
Registration payments and forms go to:
Marian Downs
2123 18th Street
West Linn, OR 97068

Mt Hood Oregon Resort
68010 E. Fairway Avenue
Welches, Oregon 97067
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