

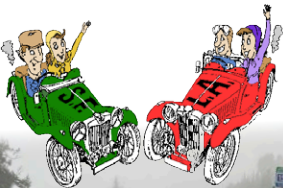
TC Motoring Guild CLASSIC CHASSIS

November 2021



Annual TCMG/ARR Conclave

*Keeping the tradition alive as the
two clubs meet for the 65th time to
share TC stories and friendships.*



Line of TCs traveling on Hwy 1



Catching up with each
other at the BlueBird Inn



CLASSIC CHASSIS October 2021

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GoF West 2022
June 27 - July 1, 2022
Buellton, California

50th GoF West
celebration. First GoF
West was in 1973.
Al Moss, Pete & Fran
Thelander, Warren &
Ann Wendt, and Jan
Verbiesen were early
organizers and now the
tradition continues.



GoFWest.org



Part of the business meeting will
include making nominations for next
year's board. Please offer to serve.

* Pacific Daylight Savings Time -
Zoom to start at 5:45pm to gather
together before our business meeting.

Oct 26th TCMG Meeting

6:00pm Zoom*

Travel to the Moon's Shadow

TCMG member Mike Simmons has
offered to give us an astronomy based
travelogue program. Mike has been an
amateur astronomer and eclipse chaser
for more than 40 years. He will explain
the extraordinary experience of a total
solar eclipse, and how it's so much more
than a few minutes of darkness

*Link below is for the Zoom
meeting on October 26th*
zoom.us/j/83969478467

TCMG Officers and Chairs for 2021

President	Cliff Lemieux	805-984-5678	lemieux237@aol.com
Vice Pres.	Curt Sorensen	805-341-7710	curtwlv@aol.com
Secretary	Sandra Loe	818-790-2332	fordydelux@yahoo.com
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Director	Mike Simmons	818-486-7633	mike@mikesimmons.net
Director	Rob Zucca	805-285-8956	cavaddict@hotmail.com
Ex Officio/Website	Steve Simmons	(see directory)	mail@mgnuts.com
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Sunshine	Bobbie Simon	818-421-0838	simonbobbie@yahoo.com
	Jan Sorensen	805-807-9932	janwlv@aol.com



*Rob Zucca & Carol leaving the Conclave on the
left and Richard & Sandra Loe on the right*

More Conclave photos are on pages 8-9 but you will not see
Allan Chalmers' TA. He writes: "My neighbor borrowed my
Honda and, being rusty with a manual trans, ran thru my garage
door on my steep driveway! Fortunately didn't damage the TA
on the other side, but the door is now put back together, but is
not openable, so the TA won't be coming to the conclave."

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FROM THE FRAME UP

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 PARTS

 SERVICE



Welcome to Our Newest Member

Welcome

George & Lorna Murphy

457 Arrow Trail

Waleska, GA 30183

Phone: 770-596-7461

geomurphy@windstream.net

1949 TC 7626 EXU XPAG 8361 Green / Tan

Welcome to the TCMG George & Lorna. We wish you the best in getting the TC back together so he can enjoy wearing the tyres out. Be sure to let us know if you run into a snag. Chances are we have all had the same snag and gotten through it. We're here to help.

We live in north Georgia near a small town called Waleska. We are both retired and I spend most of my free time restoring my 1949 TC. I have wanted a TC for many years but the price of a restored one was a bit much for us. I found a TC that was in sad shape about 7 months ago and bought it with the hope of getting it back on the road. The old car now has many new and restored parts but needs a few more months to get everything back together. I have not changed anything from original and replaced any non-original parts and corrected past owners blunders. The old TC is looking a lot better than when we found it. Just thought it would be good to join a group of people that has had the same experiences good and bad as caretakers for the older MGs.

Central Coast British Car Club Car Show

While many TCMG members have participated in past shows, this year it was the same weekend as our TCMG/ARR Conclave. However 148 British cars did show and at least two of our members participated. Out of 18 different classes, Dave Reid & Terry Schuller showed their Jaguar (and won 1st in that category) and Mike Tooke showed his TC and won 1st in that category. Use the link to the right to see more pictures.



Show picture gallery
centralcoastbritishcarclub.com



Receiving their awards are Mike Tooke on the left (white shirt) and David Reid on the far right.



TC Brake Shoes Wanted

At present, I am looking for brake shoe cores. This falls under the guise of "never throw anything away" so there may be some tucked away under your bench. If you do, please contact me off list.

Thanks in advance,

TCMG Member
Doug Pelton
From The Frame up
480-588-8185

doug@fromtheframeup.com

TC Birthdays (Build Dates)

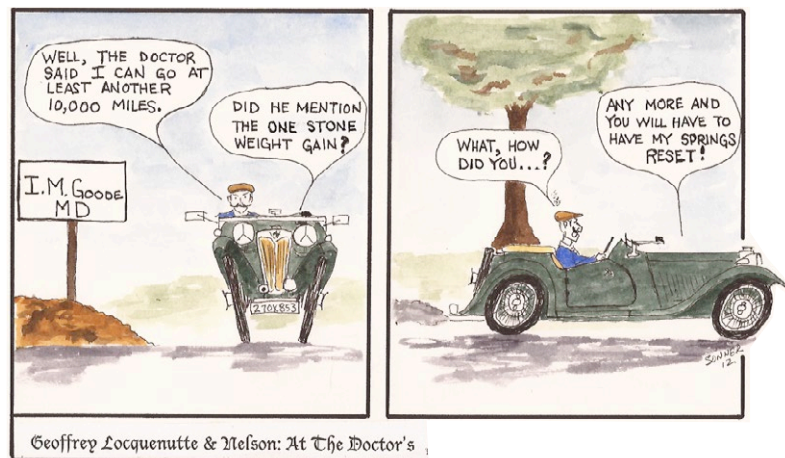
Sept 16, 1948	TC 6550	Kay & Larry Einhorn
Sept 16, 1948	TC 6551	David & Bobbi Spiegel
Sept 16, 1948	TC 6558	Bob & Kelly Wilmer
Sept 17, 1945	TC 0252	Pete DeBruyn
Sept 22, 1949	TC 9761	James Woolf
Oct 3, 1949	TC 9849 EXU	Mike & Sherri Simmons
Oct 3, 1949	TC 9853 EXU	Pete & Lisa Gannon
Oct 7, 1947	TC 3737	Roger Morse & Lynn Arnold
Oct 7, 1947	TC 3738	Roger Morse & Lynn Arnold
Oct 8, 1947	TC 3742	Michael & Pam Tooke
Oct 8, 1948	TC 6776	Richard & Judy Storms
Oct 10, 1947	TC 3779	Kregg Hunsberger
Oct 13, 1948	TC 6802	Richard & Sandra Loe
Oct 14, 1948	TC 6811	Charlie Ockwell
Oct 14, 1948	TC 6827	Gorden Bundy
Oct 15, 1947	TC 3820	David & Susie Coleman
Oct 16, 1945	TC 0273	Tom & Emily Wilson
Oct 16, 1945	TC 0279	Tom & Emily Wilson
Oct 16, 1947	TC 3830	Bill & Suzanne Young
Oct 18, 1949	TC 9972 EXU	Charles & Susan Roehrl
Oct 20, 1947	TC 3844	Gus Romos
Oct 21, 1948	TC 6885	Richard & Sandra Loe
Oct 27, 1948	TC 6945	Sherman & Daveen Kaplan
Oct 28, 2020	TC 6954	Fred & Karen Weisberger
Nov 2, 1949	TC 10087 EXU	Doug Pulver
Nov 5, 1946	TC 1733	John & Georgia Bowyer
Nov 5, 1947	TC 3976	Tony & Eniko Santarelli
Nov 5, 1948	TC 7042	Mel Appell
Nov 11, 1948	TC 7075	Roy Jones
Nov 12, 1948	TC 7091	Richard Hall



**Happy 72nd,
73rd, 74th & 76th
Birthdays**

*More than usual
on the list this issue
due to an error
listing last month.*

*Build dates listed are
when the TCs were
assigned a number
and started down the
assembly line.*



Geoffrey Locquenutte & Nelson: At The Doctor's

Oil Ratings

Oil ratings can get pretty complex so this is only a quick guide to help understand them.

API Grades keep changing. S codes SA thru SH are considered obsolete now (although could be used in older engines - but why?). SP was introduced in May 2020 and most current. SN can be used in 2020 and older automotive engines.

Diesel oils go by a C code and CK-4 is the most current. If you find CJ-4, that was introduced in 2010.

Viscosity - the lower the number, the less the oil thickens. The number before the "W" shows it's rating in cold weather. The numbers after the "W" indicate viscosity at 100 degrees Celsius and represent the oil's resistance to thinning at high temperatures.

P ppm is the zinc level. Generally, on a "flat tappet" cam as on our TCs you want a rating of 800 or more. Higher than 1400 is not needed. If your oil is lower, you can buy additives though.

Total Base Number (TBN) is a measurement of basicity, expressed in terms of the number

of milligrams of potassium hydroxide per gram of oil sample (mg KOH/g). TBN is an important measurement in petroleum products, although it is not typically found on oil containers.

Base Oil Groups seem to describe level of refinement. Group I, II, and III are derived from crude oil (mineral oil), Group IV is a fully synthetic oil,

If you want more information on any of this, try Googling and you will find more than you probably ever wanted to know.

When my XPAG engine was rebuilt through *From the Frame Up*, they suggested the Shell Rotella T4 for the break-in period as well as after.

Supposedly the chart below was in an MGOC newsletter. I cannot attest to the accuracy. And it seems oil companies are stingy about giving out specific Zinc or P ppm figures now. Note also that the multigrade oils were not available when the XPAGs were made so of course were not recommended then.

Oil	Weight	API Grade	Viscosity Index	P ppm	TBN	Base oil Grp
NORMAL						
Castrol GTX	20W-50	SN	126	792	7.3	3
Havoline (Chevron)	10W-30	SP:GF6A	142	779	6.7	2
Hemmings Motor News	2-W-50	SJ	?	1577	?	?
Hicks Oil (Sold by Moss)	20W-50	?	120	900	?	?
Kendal GT-1	10W-40	SN	152	760	8	3
Mobil 1	5W-30	SP:GF6A	170	689	9.7	4
Mobil Devac 1300	15W-40	SN:CL4+	131	804	9.8	3
Pennzoil	10W-40	SN	154	670	8	2
Royal Purple	10W-40	?	163	?	10.1	3-4?
HIGH MILEAGE						
Castrol GTX High Mileage	20W-50	SN	126	?	?	3
Valvoline High Mileage	20W-50	SP	120	770	?	3
Racing						
Valvoline VR1	20W-50	SN	124	1300	8.3	2/3
DIESEL						
Shell Rotella T4	15W-50	CK-4	135	1080	10.3	2?

65th Annual TCMG/ARR Conclave

Report by Richard & Sandra Loe

On a sunny morning, two TCs (Zucca & Loe) and a modern (Bundy) headed north via #101 after waving goodbye to Steve and Linda Simmons (with Linda's homemade cookies in hand) to participate in our 65th Conclave. In a few miles a third TC (Lemieux) pulled into the line and off we went to meet ARR in Cambria. The Loe's TC sputtered periodically, but we motored on. The 101 route guarantees sun, fog and wind which translate to too hot to too cold in a matter of minutes. The lunch stop was at Kay's Orcutt Country Kitchen. By mid afternoon we arrived at the Bluebird Inn moments before the ARR contingent pulled in and we all joined the Woody station wagon car group already in the parking lot. In early evening as the fog rolled in, we gathered in the patio around the fire pit for happy hour.

Sunday morning seven TCs, a TF, and a modern toured into Cayucos via #1, #46 and the Old Creek Road. Since the Loe's supercharged TC continued to misbehave on hills, Howard Shempp offered to lead and the Loe's brought up the rear. After arriving, everyone was on their own to explore the Cayucos Pier, antique store, and local restaurants. Upon returning to the Bluebird Inn, the TCs lined up for the group photo since some attendees hoped to leave early on Monday morning. Completing the annual meeting of the north/south clubs was a banquet at the Indigo Moon. Bill Young who was unable to attend, sent two copies of his book "My First Hundred Cars" to be awarded to two participants. Richard decided to give the first to the participant that had attended the most Conclaves. That was Allan Chalmers. Since Allan already had a copy, the second place participant, Bill Traill, received the book. The second copy was given to the attendee who was coming to their first Conclave, Rob Zucca & Carol Sorensen.



(below l-r) Allan Chalmers, Terry Sanders, Carol Sorensen, Rob Zucca, Gorden Bundy, and June Wennekamp in foreground



(l-r) Terry Sanders & Cindy Weiss, Howard & Carolyn Shempp plus partially hidden Bill Traill & Jeff Stobbe



(r-l) Allan & Linda Chalmers, Sue & Barry Swackhammer, Colleen Stobbe



(l-r) Rob Zucca & Carol Sorensen, Ken Palmer, Gorden Bundy



(r-l) Mel Appell, Richard Loe, June Wennekamp, Cliff Lemieux (Sandra Loe taking photo)

All in all, it was another great Conclave with 20 participants, 7 TCs, a TF, and 3 moderns.

TCMG - Cliff Lemieux, Richard & Sandra Loe, Rob Zucca & Carol Sorensen, Gorden Bundy & June Wennekamp, and Mel Appell.

ARR - Allan & Linda Chalmers*, Howard & Carolyn Shempp*, Jeff & Colleen Stobbe, Barry & Sue Swackhamer, Bill Traill*, Terry Sanders & Cindy Weiss, and Ken Palmer.

* indicates members of both clubs.

All Conclave photos by Sandra Loe & Allan Chalmers



TF with a flat tyre on the way home

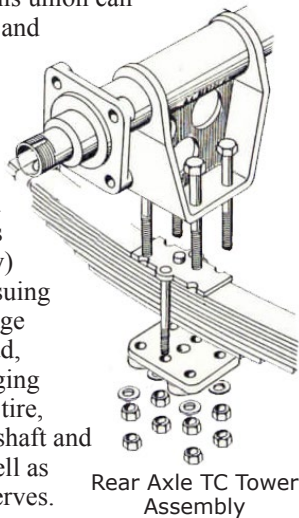
TC Rear Axle Tower Repair

(And how to keep it from failing in the first place)



PART ONE: CAUSE AND EFFECT

The TC rear axle employs a different mounting design than other M.G. models. Rather than utilizing U-bolts which wrap around the axle and springs as most cars have, a welded steel tower is fixed to the axle housing and the bottom plate is bolted directly to the spring assembly. This makes for a very rigid mounting, but 75 years of acceleration and braking forces being concentrated at this union can fatigue the tower and eventually cause it to fail. When that happens, the car falls onto the tire, locking it up, and everything comes skidding (literally) to a halt. The ensuing mechanical carnage can be widespread, potentially damaging or destroying the tire, wheel arch, axle shaft and differential, as well as 10 shattering nerves.



Rear Axle TC Tower Assembly

Several TCMG members have reported tower failures in the past decade.

The title photo of this article is Pete and Fran Thelander's car which failed at speed in 2016. Two others failed in the following 12 months.

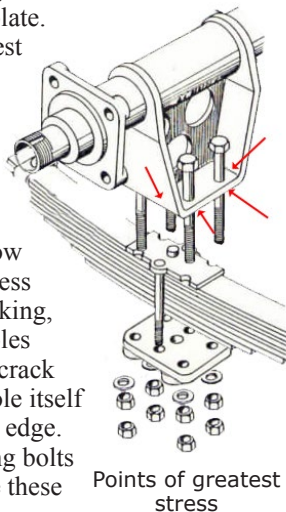
Moving beyond the years of stress and corrosion, other contributing factors to tower failures include loose mounting bolts, rough roads and hard or abusive driving habits. Once cracks begin to form, the damage accelerates as the forces transmitted to the tower through torque and leaf spring movements continue to flex and stress the affected areas. Therefore regular inspection is an important step toward preventing failure.

PART TWO: INSPECTION AND REPAIR

Since the entire weight of the car is hanging on these towers, it is advisable to inspect the assembly annually for loose hardware, stress cracks or splits in the metal.

All areas of the tower should be inspected, but our primary area of focus is the bottom plate.

Areas of greatest concern are along the sections where the bottom curves up to the sides, which may show evidence of stress or surface cracking, and the bolt holes which usually crack between the hole itself and the closest edge. Loose mounting bolts can exaggerate these



Points of greatest stress



Steve Simmons

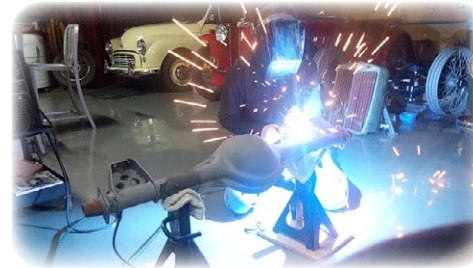
cracks because once the spring /tower union is loose, twisting forces are concentrated around the bolt heads instead of being spread out over a larger area. Make the tower and mounting bolts part of your annual safety inspection!

To begin inspection, clean all grease, oil and road grime from the area to aid in spotting issues. It is not uncommon for cracks to be hidden by paint as well. The accompanying image below shows one of six cracked bolt holes found on TC9849/EXU that was not visible until a thick layer of paint was removed.



Cracked tower bolt hole. Note how the metal has separated.

Once all trouble spots have been identified, it's time to get out the welding gear. Axle towers with minor cracks can be welded and returned to service. If there is evidence of additional fatigue along the edges of the bottom plate then the tower should be deemed unsafe and undergo further repair and reinforcement as outlined in the next section.



Welding cracked bolt holes. Keep a fire extinguisher handy.



The above bolt hole, repaired.

PART THREE: REINFORCEMENT MODIFICATIONS

Note: While many axles can be quickly welded and returned to the road, the author recommends the following reinforcement on all axles to minimize the possibility of a dangerous failure down the road.

The design of the TC axle towers is adequate for the car, but was never intended to be in service for so many decades. Even if a tower passes visual inspection, there is no guarantee that there aren't internal flaws which may cause a failure at some point. The following modification will help reduce the chance of this happening and give some peace of mind while driving your TC.

The first step is to thoroughly clean the area to ensure a good surface to weld on. With all existing cracks repaired, a steel gusset is formed to fit snugly into the bottom of the tower. The exact size of the gusset is probably not important, but it should extend well above the highest stress areas near the bottom plate. One gusset is installed on each side of each tower, so four gussets in total. A professional welder can do this job



One of four gussets welded in place.

in a day at nominal cost. The above photo shows one of four gussets fabricated and installed at a shop near the author for \$160 USD. Bring photos to show them exactly what needs to be done.

The next step is to drill new bolt holes. The old holes can be used as a guide. These should be drilled as precisely as possible to ensure the bolts line up with the holes in the leaf spring plates. It is also important to fit the gusset as snugly against the sides of the tower as possible. If the bottom corner is too relaxed, or the gusset is too narrow,

the bolt heads will foul the sides and additional grinding or machining will be necessary.

With careful drilling this job can probably be done by hand, but it is best done on a drill press or milling machine. Mount the axle securely and ensure the plate is level in both directions. One trick to lining up the holes is to put a piece of 5/16" rod in the drill head and adjust until it enters the hole perfectly. Then swap it out for a drill bit and drill the hole. Repeat for each additional hole.



of the gusset, but it presents a problem when you put the bolts in.

Below is after careful grinding to give the bolt head clearance. The surface should be as flat as possible to give the bolt head even support. If you feel you ground it a little too far, you can possibly use a D washer under the head.



You might ask, why not put the gusset underneath instead? The reason is that this would affect the ride height of the car. There are better and less permanent ways to lower your TC!

PART FOUR: PUTTING IT ALL TOGETHER

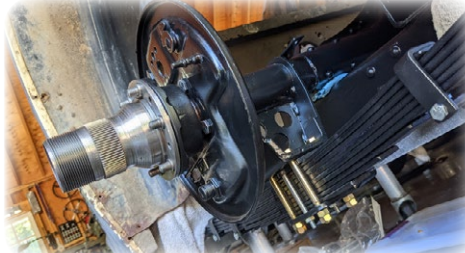
After painting with something durable, it's time to mount the axle back onto the springs. Original style hardware is available from several sources, but you will need to source longer than standard bolts. For those who aren't concerned about strict originality, you can purchase high-strength hardware from your manufacturer of choice.

The author is mistrusting of today's corner hardware store offerings, having far too easily broken bolts



that are supposed to be of a particular grade, so an order from a reputable supplier was made. Bolt sizes are 5/16"-24 x 3.5" in length. Double nut the bottom with jam nuts of equal strength.

With everything back together, you should now have a rear axle assembly that will never leave the car on its own accord!



PART FIVE: BIGGER PROBLEMS

If your axle has suffered a total failure like the one in the title photo then you're beyond the point of a simple gusset. The lower plate will need to be completely replaced. Here we see a further modification by Pete Thelander where not only was the lower plate replaced with new metal, but it was also extended to reduce the strain on the very thin metal between the bolt holes and edges.



Ed. Note - I too have encountered the rear end tower failure. About a week or two after buying my TC, I felt the sudden drop in the back. A friend was in the passenger seat and we determined what had happened. We were a couple blocks from another friend's home, so friend got out of the passenger seat and stood on the driver's side running board to take weight

The next image shows a previous owner's very poor attempt at re-attaching a broken lower plate on Linda Simmons' TC7018, using welds that resemble Elmer's glue.



When replacing the bottom plate, it is VERY IMPORTANT to ensure that the towers are exactly the same height and sitting perfectly level to each other, or the car will not sit level and the springs may be subjected to additional stress. It is probably not necessary to cut and replace the opposite side unless there is evidence of impending failure, but reinforcing gussets would be a good idea.

Safety Fast!

Questions, comments or corrections on this article can be sent to the author.

Steve Simmons
TC8975 / TC9849 / TC7018
mail@mgnuts.com



off the left side. Made it the couple blocks and then tied the axle to the spring with rope. I was then able to drive the TC about 10 miles to my home where I pulled the housing to fix it. But in driving the 10 miles the rope stretched a little and axle swung to and fro giving weird sensations.

David Edgar



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British		English
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TCs For Sale

1948 TC with 1500 engine. More info on our TCMG website.

\$29,000 fob Newport Beach

Gordon Glass 949-644-1954
ghgmlg@yaloo.com



1949 TC6550 Owned for 43 years. Rebuilt engine 250 miles ago. More information on our TCMG website.

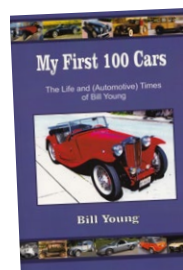
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Pay via check: Bill Young Car Book or

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Please allow 14 days for shipment



Not sure if this TC is still available. Was on Bring-a-Trailer recently but did not meet the reserve. Owned by TCMG member Jack Norton. Contact him if interested.

bringatrailer.com/listing/1948-mg-tc-33/

Jack Norton - 910-673-6018
jere.n35splash@gmail.net

Sept 28, 2021 TCMG Meeting Minutes

23 in attendance - 4 members drove their TCs

President Cliff Lemieux called the meeting to order at 6:15 PM, welcomed everyone and asked if there was anything in the P.O. Upon learning that again our only mail was a copy of Safety Fast he inquired where those magazines go. Cliff was interested in having the club copies. Sandra Loe offered to bring the past copies to him at Conclave.

Secretary Sandra submitted the minutes of the August meeting as printed in the newsletter. They were accepted as written with no additions of corrections.

Treasurer Joyce Edgar reported that we have 104 members with Steven Seither of New Orleans, Louisiana showing interest in joining TCMG. Recent expenditures included P.O. Box yearly rental, reimbursement to members for part of the Reagan Library entry fee, and MG Car Club membership dues.

David Edgar commented on three MGs for sale: the Einhorn's, the Glass', and one on "Bring a Trailer". The Edgar's granddaughter Annabelle joined the meeting for a few minutes.

A quick review of the **end of the year programs** by club members was Allan Chalmers tonight, Mike Simmons in October, and Gregg Hunsberger in November. Members were asked what kind of programs they enjoyed. Several, including Bruce Larson, voiced the opinion

that car care, presentations of previous car adventures, and tech sessions were of interest.

The December annual meeting remains in the planning stage. Possible locations were suggested including the Tam O'Shanter, Sportsman's Lodge, and the Angeles National Golf Club. Unfortunately, the Sportsman's Lodge has closed and has been demolished. Don McLish will contact the golf club. A tentative date for the weekend of December 4th or 5th was decided upon.

Cliff is hoping to have a board meeting before the next general meeting. For planning purposes, 2022 Executive Council nominations are made at the October meeting.

Richard Loe reminded us of Conclave details for the coming weekend: meet in Westlake Village on Saturday and caravan north on #101 to Cambria.

There was no new business. The meeting was adjourned at 6:55 PM.

Sandra Loe



Ed Note: Please note that while the August minutes were accepted as printed last month, as I was putting this issue together I notice that the heading was a month off. Should have read Aug 24th instead of July 20th.



Zoom meeting participants: * indicates drove at least 10 miles in TC that day

Top row: Allan & Linda Chalmers, David & Joyce Edgar & Annabelle (granddaughter), Cliff Lemieux*, Dottie Smith (NH)

2nd row: Sandra & Richard Loe*, Gregg Hunsberger*, Pete & Fran Thelander*, David Reid & Terry Schuller

3rd row: Mike Simmons, Mel Appell, Steve & Linda Simmons, Don McLish,

4th row: Curt & Jan Sorensen, Brian Sonner, David Spiegel, Bruce Larson

TCs and a KN in Colorado

Note that TCMG member, Dick Fritz from CO, tried to get on our Zoom meeting, but was too late as we had already finished by a couple minutes. But he writes: "People in California might be interested to know that Colorado TCMG member Paul Schmidt's TC placed third in the hotly contested Early MG class at the Colorado English Motoring Conclave in September. First place in that class went to Bill Bollendonk's KN/K3 which had just completed 1100 miles of driving on the Colorado Grand two days before the Conclave. Yes, that was the K-type you might remember from the GOF West at Mt.Hood, Oregon. Old MGs do get around."



Paul Schmidt's TC 6067

Dick Fritz - TC 6067

Club Regalia

TCMG Car Badge	\$25 (\$30 if mailed) members only
TCMG Cloth Patch	\$8 (\$9.50 if mailed) members only
TCMG Lapel Pin	\$3 (\$5 if mailed)
TCMG Lapel Vintage Pin	\$3 (\$5 if mailed)
MG TC Pin & MG Car Club Pin	(inquire)
MG TC Color Specs	\$2 members, \$3 non-members, Postage \$2
TCMG Photo Puzzles	\$15 plus postage (contact Linda for postage cost, design and availability)
Vintage TCMG T-shirts	\$15 for short sleeve, \$18 for long + postage
Modern TCMG T-shirts	\$15 for short sleeve, \$18 for long + postage
TCMG Hoodies	\$30 + postage
TCMG Spark Plug Holder	\$40 + postage

Ball Caps

\$15.00 each, plus postage



TCMG embroidered ball caps are available in two styles – Flex Fit with modern style TCMG logo, and Traditional with Vintage TCMG logo.

Modern Cap Features:

Flex Fit cap with spandex rim band
Modern style TCMG logo on front with our web address on rear
Charcoal Grey with white logo, sizes SM/M or L/XL

Vintage Cap Features:

Vintage 1950's TCMG logo on front and "Est. 1954" on rear
Available in tan with green brim or solid black. (gold color on logos varies slightly between hat colors for best visibility)

Please specify style and color (where applicable) when ordering. Alternate colors may be available upon request. Inquire for 18 details.

See our website for other items
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Linda Simmons linda@mgnuts.com

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High quality cloth patch



TCMG Spark Plug Holders

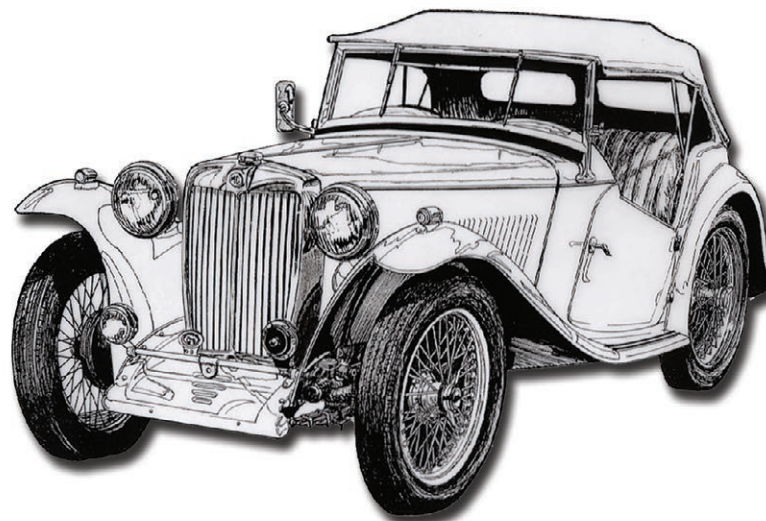


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