



TC Motoring Guild **CLASSIC CHASSIS** *June 2022*



Our Bonus Tours are becoming quite popular. More photos on pages 8-9. These photos are by Cliff Lemieux (above), Scott & Cristina St. Clair (above right), and Pete & Fran Thelander (below). More of the bonus tour photos on pages 10 & 11.





CLASSIC CHASSIS June 2022

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

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



GoFWest.org

*Read the last GoF West Gazette
Download the Winter 2021 issue*

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Steve's Thoughts



It was just two months ago that I wrote about the challenges of dragging home too many cars, aka "toys" and/or "projects". Alas, merely two weeks later it happened again. In my defense, you may remember how I'm a sucker for history. The Barney Jackson TC was placed without regret into the last bit of floor space in my shop for a two-month resurrection. With that finally gone to my father's garage, I laid on the floor with my arms out, marveling at how spacious my work space was again. And that was when "it" happened. I received a phone call that a car I had spent two years pursuing was to be mine. Between the moment of that phone call and the car rolling into my garage, a complicated and dramatic saga played out. It was such a tale that we don't have space to tell it here.

The car in question is an MG SA Saloon, which by the way is about double the size of the TC that I claimed I had no space for. It was originally ordered by a dealer in Cornwall, England. Apparently they were really smitten

with the car, as they decided not to sell it for 29 years. The owner drove the car, as did his niece for a time. It was in the early 60's that a couple living in Hollywood, California saw Hitchcock's "Rebecca" and fell in love with the lead character's car - a Charlsworth MG SA Tourer. The wife told her husband she wanted such a car, so he spent some time trying to find one, eventually buying this car and having it brought to the USA by ship. As the first private owner, she kept the car for the next 56 years until finally, at the age where it became too difficult for her to drive it, sold the SA to us.

That it took two years for her to finally sell it shows how much a part of her life this fine machine was. She took excellent care of the car, keeping everything just as the factory built it. I plan to do the same. The one thing I know I will never do is follow my own advice about keeping projects to a manageable level.

Keep 'em on the road!

Steve Simmons

TCMG President 2022



More photos and
info on pg. 6

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FROM THE FRAME UP

SPECIALIZING IN TABC HARD TO FIND PARTS

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 PARTS

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May 24th TCMG Meeting

6:00pm Zoom*

John Bowyer's
Rolls Royces

Drive at least 10 miles in your TC on May 24th and attend our Zoom meeting. You will earn a Sargent Point. No photo necessary

We will feature the collection of TCMG member John Bowyer, this time with the focus on his Rolls Royce automobiles, most notably his coachbuilt Silver Wraith with body by Rippon Brothers of Huddersfield, England. Hear the fascinating story of how this car came to be in John's collection and learn of its long history as well as the others he owns.



Link below is for the Zoom meeting on May 24th
zoom.us/j/83326241263

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

More on Steve & Linda's MG SA



The MG SA or MG 2-litre is a sporting saloon that was produced by MG from 1936 to 1939. Launched as the 2-litre, it only later became known as the SA. A built in Jackall jacking system was fitted to the chassis.



Number of cylinders: 6
Capacity: Early; 2288cc. Late; 2322cc Valve operation: Pushrod overhead valve.
Power output: 75.3 bhp
Clutch: Wet cork
Gearbox: Manual 4 speed
Wheelbase: 10'3"
Track: 4' 5"
Brakes: Lockwood hydraulic front and rear with 12" drums
Performance: Maximum speed: 85 mph
Fuel consumption: approx 17 mpg
Price in 1936: £415
Number Built: 2738 (includes saloon, open tourer and Tickford)

Member TCs For Sale



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

Larry Einhorn
goodeats@usa.net
 818-883-9999

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

\$29,000 fob Newport Beach

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



Welcome to Our Newest Members

Welcome

Joe McCammon & Joani Walsh

1130 East 7th Street

Wilmington, DE 19801

302-462-1688 (cell)

302-462-1898 (cell)

jerry@Marinelubricants.us

1948 TC 6422 XPAG 7086 Dark Blue / Beige

Joe bought the Pedersen TC which was listed by British Sports Cars in San Luis Obispo. Nice to have the TC back in our club.



Heritage Valley Flora and Fauna Tour

Saturday, May 28th

We will be heading north to the beautiful Heritage Valley for a day of gorgeous scenery, great driving roads and interesting destinations. We begin with a 45-minute scenic drive along smaller farm country roads to our first stop, a honey farm where you can sample various honey products fresh from the farm while learning how it's made. Products are all available for purchase in the farm store. Next is a stop at a nearby organic farm store where among other available products, you can pick strawberries right from the plants (when in season). Our last stop is for a picnic lunch at the largest rose farm and nursery in the area. More information on our TCMG website.



10:00 AM: Meet for breakfast at "CJ's Urban Cafe" 766 New Los Angeles Ave, Moorpark (Enter off Miller Parkway at Patriot Dr)

10:30 AM: Depart on a 1-hour scenic drive to Heritage Valley

TC Birthdays (Build Dates)

May 16, 1947	TC 2798	David & Suzie Coleman
May 19, 1948	TC 5515	Jim & Jan Sullivan
May 23, 1947	TC2849	Joseph & Jeanne Nofil
June 4, 1947	TC2903	Pete deBruyn
June 10, 1948	TC 5700	Gordon & Mimi Glass
June 15, 1949	TC 8975	Steve & Linda Simmons

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



Happy 73rd, 74th & 75th Birthdays



TCs in New Zealand

New Zealand has a rich history in motor racing with such famous players as Bruce McLaren, Denny Hulme, Chris Amon, and most recently Brendon

Hartley. In fact, British driver Stirling Moss said "In terms of its population, New Zealand's contribution to the top echelons of motorsport far outweighs that of any other country."

Given the cross over from motor sports and being a member of the British Commonwealth, there is also a substantial presence of British cars as well as those from non-US Ford and GM's Holden, which once produced marques that look like ¾ scale 56 Chevys. Could Smokey Yunick possible have been influenced by these examples? I was impressed to see many right hand drive cars from marques such as Packard, given the population size of NZ in the 50s & 60s. Currently it is still only about 5 million people, and 50 million sheep, but that is another story!

These cars are often found still driving the coasts and winding roads of both North & South Islands, which offer phenomenal driving. But beautiful examples are in the numerous car museums throughout the country. I highly recommend the Southward Car Museum (<https://www.southwardcarmuseum.co.nz/>), near Wellington. It houses an eclectic collection of cars and motorcycles with the common theme being those cars that founder Len Southward simply found interesting or unusual.

Many of the museums sport a 50's themed American diner as part of the décor with reasonable attempts at American burgers & hot dogs. Unfortunately, they also sneak a fried egg on most of their offerings.

Most recently, I visited the Nelson Auto Museum and amongst their collection, were



I found the addition of the rear seat particularly reminiscent of the jump seats from my first Healey 3000, namely pretty useless!



There was also a bit of customization to clearly identify its new national loyalty with New Zealand flag badge.



two MG TC's. One was clearly an older restoration, with a bit of period customization, mostly in the interior and convertible top (hood).

The other TC may have been a recent arrival as it still sported a customs clearance tag on the steering wheel. Clearly, it is a period racer.

Apparently, this design of the bucket seat was quite a popular modification.

As a side note, I am a member of the Auckland MG Car Club, but not with the TC, which resides in SoCal. T series MG's are a bit scarce down under, but the newer (i.e., non British built) MGs are getting quite popular. Here is my B in front of the Auckland MG dealer. Note they reference the early beginnings in the dealer poster.



If anyone ventures to New Zealand, please drop us a note, and if we are there, you have an MG at your disposal, and Laura and I would be happy to be tour guides.

Doug Schirripa

1948 MG TC &
1949 Lester/MG – KUR4

Ed. Note - Doug's 1949 Lester/MG, listed above, is a very interesting MG which started out with TC running gear. Hope to have a story on that in a future issue.

April Flower Bonus Tours

Alan & Victoria Campbell



If you missed this Bonus Self Tour, join us for the next one. Drive at least 5 miles and get a photo with bees or "Bs" or something to do with Bees or "B"s. Use your imagination and get your TC out. Earn Sargent points in the process. Send photos and quick blurb to Joyce at: djedgar1970@gmail.com by May 21st



Richard & Sandra Loe



Pete & Fran Thelander

Deb & Mark Acosta really had to hunt for flowers in Oregon as it had snowed recently.

Allan & Linda Chalmers drove some distance on another tour without finding flowers until they realized they had a small batch in front of their house.



Mike Simmons on one of his first runs in his newly aquired TC.

Kregg Hunsberger parked next to flowers, plus a flower attached to his wiper blade, plus a flower sign in the background.



David & Joyce Edgar



Wait, where are the flowers in the field? Rob said it was early growth in a cauliflower field. Very creative.



Steve & Linda Simmons



Walt Prowell



OK, so maybe we are stretching the rules here but the First Place ribbon sort of resembles a flower. TA belongs to Doug Pelton. Note that he did not submit the photo but we found it on the web after his TA took 1st Place at the La Jolla Concour d'Elegance.

April Picnic in the Pines

Ran out of room in the May Classic Chassis newsletter to cover the Picnic in the Pines tour (plus I totally forgot as well), so sliding them in here. The weather was perfect in the valley and then was on the cool side once we got up in elevation (5280' at the picnic). TCs all ran strong up the mountain and nobody claimed a breakdown or even a hiccup. In TCs were leaders Steve & Linda Simmons, plus Gregg Hunsberger, Richard & Sandra Loe, Rob Zucca, and David & Joyce Edgar. David Mathison drove up in a modern but couldn't stay to eat. Before we left La Cañada/Flintridge, Gene Olson dropped by to say Hi as well.

Thank you to Steve for planning the tour and to Linda for the cookie treats she passed to everyone.

April 23rd



(l-r) Gene Olson, David Mathison, Gregg Hunsberger, Sandra & Richard Loe, Steve & Linda Simmons, Rob Zucca and David & Joyce Edgar



Our picnic location was right next to the very first ranger station in all of California. Was built in 1900.



We posed the five TCs behind a flower bed next to our meeting spot before heading up the mountain. Did this for fun since the flower bonus tour was within the designated time period.

Our 5 TCs with snow covered mountains in the background.



Meandering among the pines as we try to locate our picnic location.

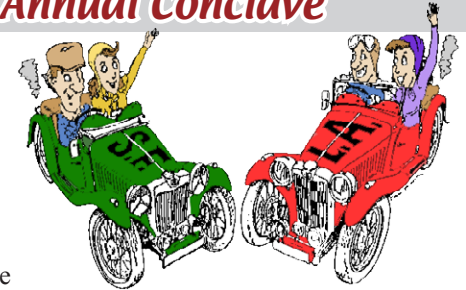


TCs parked at our lunch stop

Thank you to Steve Simmons and Joyce Edgar for the photos.

TCMG / ARR Annual Conclave

Cambria & Hearst Castle October 8-10



And we're back! The conclave this year is returning to Cambria with a visit to Hearst Castle. We will have our welcome back libations of choice and treats on the patio the evening of the 8th. Sunday we will drive 10 miles along the coast to Hearst Castle for a group tour and return to Cambria. There may be time for a side trip to Nit Wit Ridge (look it up, it's a caution.) There is also a nice drive up Santa Rosa Creek road out of Cambria to Linn's Farm Store. It's 6 miles of winding (slow going) road through the hills and have lots of goodies to look at. Sunday night there will be a banquet, details to follow. Monday return home. Line up will be Sunday at the

Castle so people are free to return home early Monday morning. The rooms reservations include: 6 queen rooms (\$291.70 for both nights including taxes); 8 king rooms (\$347.80 for both nights including taxes); and 2 king deluxe (\$448.78 for both nights including taxes). Call the Bluebird Inn (805-927-4634) for details and to make reservations. Mention the MG Car Club for these rates. See you there.

Howard Shempp
hshempp@gmail.com



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BRITISH SLANG LESSONS by Curt

British

English

Honking = Violently Ill

Kip = Short Nap

Does Driving a TC Help Save the Planet?

During our lunch stop on the Picnic in the Pines tour the topic of what the carbon footprint is of manufacturing a new car came up. If you check Google, you can find estimated figures Sub-compact shows a production footprint of around 6 metric tons of CO2 equivalent, while a larger car, such as a Ford Fusion, generates about 17 tons before it ever hits the road. A typical top of the range SUV responsible for about 35 metric tons.

The carbon footprint of producing a new car is immensely complex to track. Ores have to be dug out of the ground and the minerals extracted. These have to be turned into parts. Similarly, many other components have to be produced and shipped around the world: rubber tires, plastic dashboards, paint, and so on.

Finally, these parts then have to be assembled into the vehicle, and every stage in the process requires energy. And all these manufacturers have offices and other infrastructure with their own carbon footprints that also have to be allocated proportionately to the cars being produced.

In America where the EPA assumes the average gasoline vehicle to have a fuel economy of about 22.0 miles per gallon while driving around 11,500 miles per year, the operating CO2 emissions equate

to about 38 tons over the lifespan of a typical vehicle.

One could certainly research more and come up with various figures on cars and carbon footprints but think about the very plain TC manufactured so many years ago. Much simpler design (very little glass, minimal electrics, etc). Guessing materials and carbon offset is less than a modern sub-compact, gets a little more than the



22 mpg quoted earlier, plus probably travels much less than the 11,500 miles a year. The TC probably has saved many, many tons of CO2 over its extended lifetime of 75 plus years, over buying new cars periodically.

It appears to be that, unless you do very high mileage or have a real gas-guzzler, it generally makes sense to keep your old car for as long as it is reliable – and to look after it carefully to extend its life as long as possible. If you make a car last to 200,000 miles rather than 100,000, then the emissions for each mile the car does in its lifetime may drop by as much as 50 percent, as a result of getting more distance out of the initial manufacturing emissions.

So have we TCMGers helped our planet survive a little longer? Have we had more fun doing it as well?

Another topic at our lunch stop was the result of removing lead from solder. Seems removing lead, which helps protect us, is causing less than adequate solder connections now. Or actually it is causing “whiskers” to develop at electrical connections and those whiskers eventually can cause shorting out between connections especially in micro circuitry.

So saving us from lead (who here licks a circuit board anyway) is causing electronics to eventually malfunction sooner and thus need replacing. And that means producing more new products, which increases CO2 carbon footprint production, which in turn affects our planet and our health.

Our TCs don't have micro circuitry and used lead in the solder, so guess our TCs are helping the planet again.

Disclaimer - Look up facts on Google yourself as facts can be presented in many different ways or slants. This article only is to get discussion going

April 26th, 2022 TCMG Meeting Minutes

After a nice pre meeting chat, **President** Steve Simmons hammered the virtual gavel at 6:16 PM. The Loe's reported the only mail received at the PO box was a Safety Fast magazine.

Next up was your humble secretary's report. It was moved and approved to accept the March meeting notes as published in the newsletter.

Treasurer Joyce Edgar, who had previously sent the financial report to the board members, reported there was money in the bank and we had a new member that had just purchased the Pedersen TC. Great to have the car and new members in the club! Newsletter advertiser J.C. Taylor have renewed their ad and the fee was on the way.

Programs. Curt Sorensen reminded the members that the best way to track programs is via our website. Curt then listed the upcoming events. He also mentioned how much he liked last years Christmas Party location.

Events. While events chair Steve Simmons reported on our Picnic in the Pines event, Joyce Edgar showed the slide show of the March flower themed images sent from our members. Five TCs attended the event and a great time was had by all. Thanks for the cookies Linda! Steve said that the April Heritage Valley tour is a go and that GOF is still the June event.

Old business. Richard Loe mentioned that the trophy plaques have been engraved with the new winners.

New business. Richard Loe spilled the beans about Steve and Linda

Simmons purchase of an MG SA Saloon. Steve told the saga of years long ups and downs trying to buy it. Having seen it, I can say it's a spectacularly beautiful car. Congrats again!

Richard also mentioned he had also purchased a former Abingdon Rough Riders TA. This, and the news the Pedersen's car is still in the club reminds me of the joke about the two used car salesmen selling a car back and forth to each other....

The meeting was adjourned at 6:49 PM and we continued on with Doug Pelton's great tour of "From The Frame Up". Thank you Doug!

Rob Zucca

TCMG Secretary 2022

Zoom meeting participants: * indicates drove at least 10 miles in TC that day to earn a Sargent Award point.

Top row: John Bowyer (TX), David & Joyce Edgar*, Richard & Sandra Loe*, Deb & Mark Acosta

2nd row: Walt Prowell, Curt & Jan Sorensen, Doug Pelton, Roy Jones

3rd row: Cliff Lemieux*, Mike Simmons, Don McLish, Scott & Cristina St. Clair

4th row: Joel Taylor (NV)*, Allan & Linda Chalmers, Dottie Smith (NH), Rob Zucca

5th row: Mel Appell, Dave Spiegel, Steve & Linda Simmons* plus Daniel Harrison, Gregg Hunsberger*



This reminds me of Harvey Schnier who would leave his TC key in the ignition outside our meeting room in Montrose. Claimed nobody would know how to start it anyway.



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)



TCMG Spark Plug Holders

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

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Linda Simmons linda@mgnuts.com

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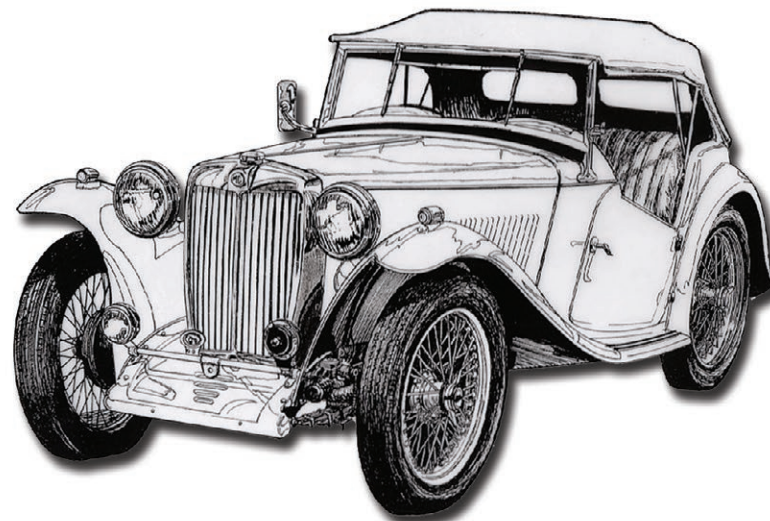


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