



# TC Motoring Guild CLASSIC CHASSIS

October 2023



Parking garage of the upscale Marina Towers luxury high rise apartment building in Chicago in 1980. This gives a good idea what higher-income folks were driving back then (see the TC?). The towers were used in a scene from the film, *The Hunter* with Steve McQueen. No TCs were hurt in the film but a few others were totaled. Thank you to Charley Williams for the photo. Be sure to click on the link above for the video.



## CLASSIC CHASSIS October 2023

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**Oct 16-20, 2023  
Carlsbad, CA**

[GoFWest.org](http://GoFWest.org)

**LAST CALL TO REGISTER**  
Note that 20% of TCMG members  
have registered already.



## TCMG Officers and Chairs for 2023

President	Rob Zucca
Vice Pres.	Mike Simmons
Secretary	Richard Loe
Treas/Memb	Joyce Edgar
Director	Allan Chalmers
Director	Pete Thelander
Ex Officio	Steve Simmons
Events/Website	Steve Simmons
Programs	Curt Sorensen
Editor	David Edgar
Historian	Steve Simmons
Regalia	Linda Simmons
Sunshine	Bobbie Simon
	Jan Sorensen

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# Rob's Ramblings



## Old stuff.....

We all have our old TCs. Some may just love the driving experience. Some may just be attracted to the elegance. Some too may enjoy wrenching the most. I love all three. Maybe I love this silly machine just because it's old. I've been attracted to old stuff as long as I can remember. I think it started when my Dad took me to see the USS Olympia at Penns Landing in Philadelphia as a child. Olympia was Dewey's flagship during the Spanish American War. To me she's second only to USS Constitution. She's a beautiful ship. A time capsule of Victorian technology and a testament to American Naval power and design at the turn of the century. Flagship of The Great White Fleet. She is also the ship that brought back the body of the Unknown Soldier to Arlington after WW1. She hasn't been dry docked since our cars were new and is in trouble. Just prior

to her almost sinking at her moorings there was talk of towing her out to sea and sinking her as a reef. Luckily there was enough dedication from a few to this national treasure, and along with some small donations she's at least stabilized while more money is raised. Considering how little money it would take to make her whole it's frustrating to see massive amounts of money spent on frivolous things. One wealthy benefactor could solve the problem. I have a few pieces from her in my collection. Wouldn't it be a shame if that was all that was left of her?

What's this got to do with our TCs? Well... haven't you heard people say that they're just caretakers of their classic cars? We may not be those Uber wealthy benefactors Olympia needs but we're doing the same job in preserving the TC history for the next generation. Let's just hope that generation cares about them as much as we do.

*Rob Zucca*

Rob Zucca  
TCMG President 2023



Geoffrey Locquenutte & Nelson: On the Road



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# *FROM THE FRAME UP*

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 RESTORATION

 PARTS

 SERVICE





# Saturday, Sept 23rd

## 6:00 pm\*



## New Zealand Pre-War MG Tour



Pro 56 Rally March 2023 Marlborough/Blenheim

Dave Spiegel will be giving a multimedia presentation on his trips to New Zealand to participate in a private driving tour of pre-war MGs. His MG SA and TC will also be on display. Meeting will be at Spiegel's home in San Marino and presentation will be simulcast on Zoom.

**\* Pacific Daylight Time** - The program part of the Zoom will start at 7pm and unsure at this time how much earlier any other Zooming will be before that.

*Link below is for the Zoom meeting on Sept 23rd*

[zoom.us/j/85487357978](https://zoom.us/j/85487357978)

*If requested, pass code is 831630*

Spiegel's home address is in our TCMG Directory or contact Joyce at 619-922-4149 to get it.

Warning - broadcast from new location so hopefully no streaming issues

## TC Birthdays (Build Dates)

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, 1936	TA 0625	Richard & Sandra Loe
Sept 22, 1949	TC 9761	James Wolf
Oct 4, 1949	TC 9875	Jon & Diana Acosta
Oct 6, 1948	TC 6761	Daniel Tiedge
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 10, 1947	TC 3779	Kregg Hunsberger
Oct 11, 1939	TB 0575	Alan & Victoria Campbell
Oct 13, 1948	TC 6802	Richard & Sandra Loe
Oct 14, 1948	TC 6811	Charlie Ockwell
Oct 14, 1947	TC 3810	Pat Garity
Oct 14, 1948	TC 6827	Malcolm & Joy Buckridge
Oct 15, 1947	TC 3820	David & Susie Coleman



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

**Happy 74th, 75th,  
76th, 78th, 84th  
87th Birthdays**



## 75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!" What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



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## BRITISH SLANG LESSONS by Curt

British

English

KNEES UP

=

PARTY

DOG'S BOLLOCKS = EXCEPTIONALLY GOOD 6



## Welcome to Our Newest Members

# Welcome

**Haskin, Greg & Carrie**

Atascadero CA

1949 TC10133EXU XPAG 10871 Red / Tan

Greg purchased the TC in 1988 in Eureka, California where it had been for at least 10 - 15 years. Had it restored by Mike Goodman in the '90s. One of the last EXUs made - still has all the EXU features

*No photos to share at this time, but maybe next issue*

Gregg also has a couple MGBs as well as other make sports cars.

**Garity, Pat**

El Cajon CA

1947 TC 3810 XPAG 4485 Red / Biscuit

Kind of a recent "Barn Find." Pat has known this TC for 50 years. Previous owner restored the TC, put it in a car show and took 1st place. After the show he put it in the garage, covered it up and it sat for 37 years. Staying in touch, Pat heard he was letting it go and bought it. New gas, tires, brakes, rebuilt the fuel pump, and carbs brought it back to life. TC's name is "Sunshine."

Note that we are not including phone number, address and email info to prevent internet mining of personal information.



## 67th Annual TCMG / ARR Conclave

**Paso Robles  
October 1-3**

Our Annual TCMG/ARR Conclave is set for Sunday thru Tuesday.

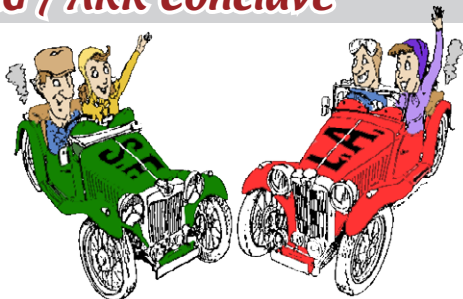
Make your reservations now.

**Adelaide Inn**

1215 Ysabel Ave, Paso Robles, CA  
805-238-2770 [adelaideinn.com](http://adelaideinn.com)

Group rate expired Sept 1st but you can still get rooms.

Banquet and other details also still being worked out so stay tuned for updates in our Group email.



Sunday: arrive, happy hour, dinner on your own.

Monday: scenic driving tour, group dinner.

Tuesday: TC line-up photo, departure.

Thank you to Steve & Linda for working this all out.

## Touring in New Zealand

*Malcolm Robertson joins a hardy band of pre-56 MG crews to enjoy a motoring adventure in New Zealand's rugged South Island... Our TCMG members Dave & Bobbi Spiegel were part of this Tour.*

Even the hardest of our hardy band were anxious. It was in the cold, wet pre-dawn dark of a New Zealand autumn morning, and eleven very old MGs were about to tackle the Remutaka Hill, 13 kilometres of narrow winding road, part of New Zealand's state highway 2, linking the capital Wellington with the major towns in the rich agricultural land of the Wairarapa region to the north. The road climbs nearly three thousand feet to its zenith before winding back down to a tad above sea level. In a 1930s MG, it is a nightmare. There is no lighting, no breakdown lane, no hope...



*They have no idea what's ahead – the smiles of the international crews enjoying the Welcome Dinner in Martinborough*

The Remutaka stood between the cars in their home town of Martinborough in the Wairarapa region, north of Wellington, and the ferry terminal at Wellington where they were to board to travel to the South Island to attend an MG rally.

For nearly two centuries, the Remutaka has caused major headaches for the civic fathers. It is steep and rugged, with dense and impenetrable vegetation covering its peaks and flanks and is prone to landslips caused by rain or Mother Earth shaking herself furiously in an attempt to remove her ever-expanding load of human lice. But the lice seem to be winning as the road is

usually open, unlike the railway tunnel underneath which this year is closed for "improvements", sending even more vehicles onto the road, especially commuters in the early morning and late afternoons.



*Malcolm Robertson*

After a four year hiatus, our hardy band have only just re-assembled at the invitation of MG legend, Gary Wall, to crew ten of his eleven MGs for presentation at the New Zealand MG Car Club's biennial pre-56 MG rally. This year, the Rally was being held in Blenheim in the South Island, capital of the Marlborough wine region, during March 2023. Most of the crews are seasoned Gary Wall participants from the UK, the US, Europe and Australia, but one new crew from the US was with us this year, as well as a new crew from New Zealand. In addition, Gary's daughter Pippa and her husband Nigel were facing their own baptism of fire this year, being new to the entourage and allocated an as yet untried "new" car to the stable, a rather tired-looking TF1500.

The other cars in the entourage were: WA tourer (Gary's own car crewed with brother Frank), WA saloon (crewed by Aussies Malcolm Robertson and Gaye Weller), SA saloon (crewed by Dave and Bobbi Spiegel from California), VA Tickford (crewed by Charlie and Janine Plain-Jones from the UK), VA "Pickford", a Tickford look-alike (crewed by new participants Wayne and Vickie Kube from Texas), and four TAS (three roadsters and a Tickford, crewed by Don and Marj Phillips from Australia, Graeme and Jennie Jackson also from Australia, Rolf and Pien de Wildt from Holland in the roadsters, and Michael and Elaine Anderson from New Zealand in the Tickford). The final car in the entourage was an MGTD crewed by new participants Elmar and Jennie Gailitis.



But back to the early morning anxiety. The reason for the pre-dawn departures was two-fold: beat the early morning commuter traffic over the Remutaka, and get to Wellington in time to line up, sign on and board the ferry across the Cook Strait to the South Island, itself a stressful and fraught process made even more uncertain by unpredictable weather events and recent mechanical breakdowns in the aging ferry fleet resulting in cancellations.



*Rolf's TA developed a pull to the left.  
Charlie and Rolf attempt correction*

The possibility of similar mechanical breakdowns in the aging car fleet is always in the back of the drivers' minds adding to the anxiety of the early morning start. Wayne and Vickie in the VA Pickford were the first off at 5am to ensure their anxiety levels were kept to a minimum. Dave and Bobbi in the SA followed soon after, in convoy with a couple of the TAs. 1930s lights and wipers were put to the test, drivers' skills and concentration were also tested to the limits but the beating hearts of the eleven ancient vehicles took the climb and the conditions in their stride, all safely arriving at the ferry terminal in good time to board. The only minor hiccup was one puncture on the TA Tickford in the gloom of the early dawn light, with the offending wheel quickly changed with help from the experienced crews following behind.

The anxiety of the Remutaka was behind us, the rain had cleared and the ferry crossing was smooth and uneventful. The crews' spirits rose with the sunshine and blue

skies as we unloaded at the ferry terminal in Picton for the final leg to Blenheim, 25 kms away. Sadly, the Pickford which had started off so well with Wayne and Vickie, suddenly developed a bad knock in the engine and had to be retired, but the remaining ten cars reached Blenheim in good time to be cleaned up ready for the much anticipated Pre-56 Rally display day.

The Rally itself doesn't need much description. It follows a tried and true formula similar to many MG gatherings around the globe with a welcome noggin and natter on the first evening, the display in a picturesque location (in this case the foreshore at Picton) on day two, an observation run on day three taking in the back roads, a river ford and sights of the Rally's region, motor sport events on day four followed by the Rally presentation dinner that night, and finally a farewell breakfast on day five.



*Heavy downpour in Blenheim came so quickly the TA drivers did not have time to fit their sidescreens*

In addition to Gary's four surviving SVW cars, the WA saloon and his favorite WA tourer, the SA and the VA Tickford, two other SVW cars were attending the Rally: Les Bognuda's VA Tourer (VA1074) and Ian Clements' VA Tickford (VA 0707). Les's tourer in duo-tone greys has attended previous rallies and is a well-presented car used frequently by Les. Ian's Tickford was fresh from a lengthy restoration and was absolutely magnificent. His attention to detail is to be commended, down to the pin-striping on the coachline and the tools

in the tool tray. He rightly won several prizes for the car.

For the Gary Wall entourage, we were delighted when Dave and Bobbi were awarded a trophy for the SA in the concours, highlighting the beautifully original condition of the car. But we were beside ourselves with delight when Gary himself was awarded the Godfather Trophy as the person who had contributed the most to furthering the interests of pre-56 MGs in New Zealand since the last Rally. Gary, normally shy and gruff, beamed with pleasure as he walked up to a standing ovation from all the Pre-56 participants to receive the award. It was a moment to savor.



*Gary Wall's SA that Dave & Bobbi Spiegel drove on the tour (their third tour)*

After the Rally, our entourage took off for our own rally. In the past, driving to and from the Pre-56 from Martinborough in southern tip of New Zealand's North Island has usually been a rally in itself, sometimes well over 1000 kms and many days in duration. On this occasion, the trip over the Remutaka and the ferry ride to the South Island was barely 100 kms of driving, hardly worth flying in from all corners of the globe for adventure. So,

Gary had pencilled in a four day drive from Blenheim around some of the most beautiful scenery in New Zealand's South Island, a 1000 km drive to Murchison, Hanmer Springs, Kaikoura and back to Blenheim.

Some serious winding mountain passes were involved, none as serious as the Remutaka but challenging none-the-less, to provide some spice to our driving adventure. The ten MGs all made good time with the crews finessing their cars to meet the conditions as best they could. The TAs were usually first off each morning with the longer-legged SVW cars taking a more leisurely approach to their rallying. Gary was usually more comfortable bringing up the rear. It suited his relaxed driving style but also ensured that a full tool kit was soon to come along if there were any issues. And of course, there were issues, but all were dealt with easily by the crews using the comprehensive 1930s tool kits that came with their cars. The worst was a small fire under the dashboard of the TA Tickford caused by a live wire rattling loose on a long stretch of relatively flat road. Although the fire was quickly extinguished, the car was deemed hors de combat and would be repatriated back to Martinborough by truck.

After four days on the road, sociable dinners at the end of each well-lubricated with New Zealand's famous wines, and through some stunning scenery, the tired and weary crews boarded the ferry again at Picton for the final leg home to Martinborough. This time the Remutaka didn't seem so fearful. It was tackled in the broad light of a sunny afternoon by crews now well attuned to the idiosyncrasies of their cars and, with no deadline to meet, they could take it at their own pace. All made it successfully, even the TF1500, and they coasted down the other side into the Wairarapa and back to Martinborough.

All that remained was to sparkle the cars up, wash off the dirt and dust of 1200 kms of driving, write their "to do"



lists for Gary to attend to over the next two years, pack their suitcases, take their fond farewells of friends old and new, and with the odd tear in their eyes, head for the airport.

Another New Zealand adventure done and dusted. Thank you Gary.

*Malcolm Robertson*



*All sparkled up and ready for bed.  
Gary's SVW cars at the end of the rally  
with Dave, Charlie, Wayne and Malcolm*



*Aussies Malcolm Robertson & Gaye Weller  
were with the 1939 VA Saloon*



*Wayne Kube from Texas  
with the "39 VA "Pickford"*

*All photo credits go to Malcolm  
Robertson and Elmar Gailitas*



*Gary tows the terminally ill VA  
"Pickford" to safer accommodation  
until recovery can be arranged*

*Three sets of pram irons on  
different MGs can confuse even  
the most experienced MG anorak*



*One of the overseas  
drivers was so  
taken with being in  
New Zealand that  
he had a permanent  
record tattooed on  
his shoulder*



*These women are the true heroes of the  
trip. They survived two and a half weeks in  
seriously uncomfortable conditions and  
came out smiling!*



## Malibu Taco Party



We had a great turnout to our August event. As we have learned, if food is present, our numbers increase. We had six TCs plus an MGBGT and a modern meet at the start. While it was just 7.5 miles from our destination, we took the scenic and twisty back roads and ended up traveling 32 miles. This of course made us hungry and David Mathison hosted us with enough catered tacos to satisfy our appetites. Delicious along with the drinks.

Tables were set up outside and the weather was perfect. A few came direct to David's house and met us there. In addition to the nourishment, we enjoyed a great garage tour (filled with motoring toys) although his two prize winning Vincent motorcycles usually reside in his living room (but one was brought outside to display for us). Oh what a fun time everyone had and great to see the TCs out in action.

Driving TCs on the tour were: David & Joyce Edgar, Michael & Wanda Hughes (first time out with TC on a TCMG tour), Cliff Lemieux, Richard, & Sandra Loe, Steve & Linda Simmons, and Rob Zucca. Alan & Victoria Campbell were

in the BGT and Gregg Hunsberger in the modern (TC still being reconstructed). Those meeting us at David's home were Mel Appell with TC (bringing us to seven TCs), Gorden Bundy & June, Gene Olson & Patty, Anita Roman & friend Toni, and Bobbie Simon. Our 8th TC at the event was David Mathison's. That is 22 in attendance representing 14 memberships.

Many, many thanks to Steve Simmons for planning out our tour and of course to David Mathison for catering/hosting us. David already asked about doing this again next year.





*David's award winning Vincent motorcycles and kept in the living room (although the 1950 Red Rapide Sport came out this day for display)*



*Very refreshing dining in the shade*



*Garage had the TC plus a Ferrari, Lotus Seven, Lotus Elite, Ducati and Triumph motorcycles.*





## Rear Wing Shape on a TC

Before we delve too deep into this, let me disclaim that I have no expertise in this and please do not take any of this as Gospel. I am only trying to see if we can collectively come up with some sort of consensus on the matter.

That said, someone asked me about rear wing shape and I have to admit that my two rear wings are mismatched. In looking at other TCs, I have discovered almost all TCs have two different rear wing profiles as well, some better or worse. But rather than suggest that there are in fact two different designs, I am of the feeling that over the years one wing may have become damaged and not properly fixed and thus resulting in two profiles or they are mounted incorrectly.

Looking deeper into this (viewing other TCs as well as going through Sherrell's book), it seems the proper design is more of a flatter rear swoop, rather than a more rounded look. Further more, you should be able to look down the side of a TC and

the rear part of the front wing and rear wing outer edge should be pretty in line. You should not be able to see the rear knockoff when sighting down the side. In addition to the back profile being more flat vs more rounded, the rounded profile tends to point the rear tip inward and thus exposing the knock off and part of the tire. In addition to that the leading edge of the rear wings sometimes stand out too far and thus upsets the parallel sighting.

Regarding Sherrell's books, there does not seem to be reference to any of this except fore/aft wheel placement within the wing. However there are photos to observe.

The line drawing of the TC shows the vertical edges and front/rear alignment.

One reason I have two different rear wings is that at one time they were pretty similar but when Mike Goodman repaired the right rear after a collision, he made it proper and thus I ended up with two different profiles.

So if you see me looking at the backs of our TCs at the next function, you will know what I am inspecting. Let the comments and discussions begin.

*David Edgar*

*You only have so much metal and if used to make it rounder, it will also make it narrower in width.*



*My right rear wing.  
Note slimmer profile  
towards tip as well as  
being wider.*

*My left rear wing.  
Note it being thicker  
as well as narrower.*

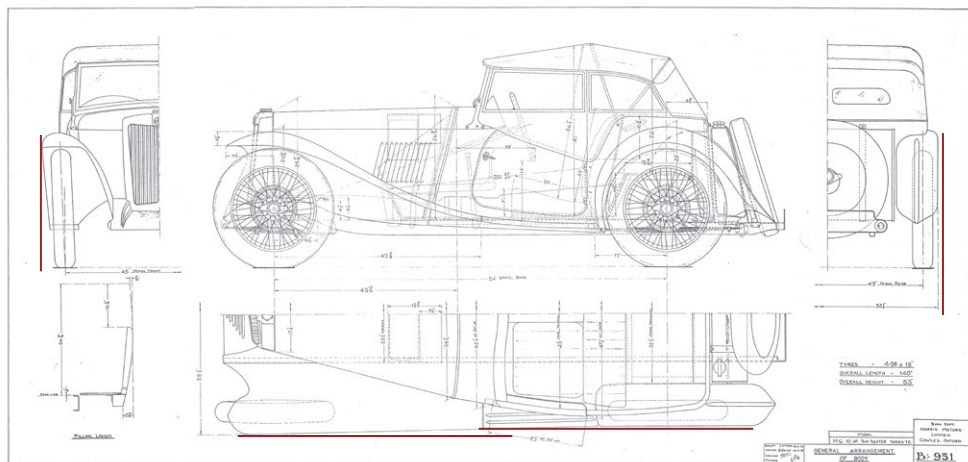




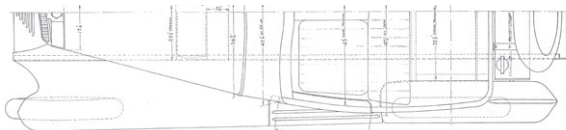
*These two photos show front/rear wing edge alignment. Knock-offs are not visible and rear wings have flatter profile.*

*The knock-off here shows slightly and note that the front edge of the rear wing is out farther so not in line with the front/rear wing sight line.*

The knock-off is showing slightly and the tire is not parallel with the fender vertical edge line.



*Note vertical outer edge of rear wing.  
And outer edge of rear wing runs  
parallel to the running board.*



*Front of front wing does extend out slightly from horizontal line. See how it flares out in the upper drawing*

## August 22nd, TCMG Meeting Minutes

**President Rob Zucca** called the meeting to order at 6:15 PM.

Joyce Edgar informed the members present that the meeting, presented on Zoom, was being recorded. No members objected.

Twenty-seven members attended the meeting. Five of those members drove their TCs at least ten miles the day of the meeting and qualified for 1 Sargent Award point. The members driving were Edgar, Hughes, Lemieux, Loe, and S. Simmons.

No guests or new members were present.

Joyce reported the only mail received this month was Safety Fast magazine and the notice for the club to renew membership in the MG Car Club of England.

**Richard Loe, Secretary**, announced the Minutes for the July meeting were published in the current newsletter. He asked if there were any suggested additions or corrections. There were none and the members present voted to accept the minutes as published.

**Treasurer Joyce Edgar** stated the monthly financial statement had been supplied to the Executive Council. She told us the club is in good financial condition and will supply, at request, a copy of the monthly financial statement in PDF format to any member. As membership chair, she says Robert and Diane Berry from Ohio joined the club this month.

**Curt Sorensen**, keeper of the monthly programs, tells us all the programs are lined up for the rest of the year and to check the website for details. The next program will be presented by David Spiegel on the prewar MG tour he and his wife Bobbie attended in New

Zealand. Incidentally, next month's meeting will be held at the Spiegel's house at 6:00 PM, Saturday, September 23. David's presentation will be at 7:00 PM. The meeting will be Zoomed.

**Steve Simmons, Events Chair**, informed the members the next event will be a tour through the Santa Monica mountains to David Mathison's house in Pt. Dume to view David's car and motorcycle collection and have lunch hosted by David (thank you David!). We will meet at 10:00 AM at Whole Foods in Malibu and will depart for the tour around 10:30 AM. Steve added Conclave is rapidly approaching and if you have not yet reserved your room there are only 4 rooms left in the special rate block. The motel management will release those rooms on September 1. Monday night dinner will be at a restaurant to be selected. Cliff Lemieux's daughter Jill is helping Steve work out the banquet details.

**Under old business**, Joyce reminded us that GOF West will be October 16 through 20 and to register and make your room reservations if you are planning to attend. Daniel Harrison told us he is pushing to have his TC ready to drive to GOF (GO Daniel!).

**Under new business**, Steve says he and his dad (Mike Simmons) are working with Bob Stein on a TC Provenance List project and the list will be available on the TCMG website.

**President Rob Zucca** declared the meeting adjourned at 6:42 PM.

Respectfully Submitted,

*Richard Loe*

Richard Loe, 2023 Secretary



Top row:

Cliff Lemieux\*, David Edgar\*, Joyce Edgar, John Bowyer (TX)

2nd row:

Richard & Sandra Loe\*, Rob Zucca, Curt Sorensen, Tom Howes (AZ)

3rd row:

Pete & Fran Thelander, Mike Hughes\*, Dottie Smith (NH), Bob Eicher (MD)

4th row:

Steve & Linda Simmons\*, Joel Taylor, (NV), Allan Chalmers, Karen Olson

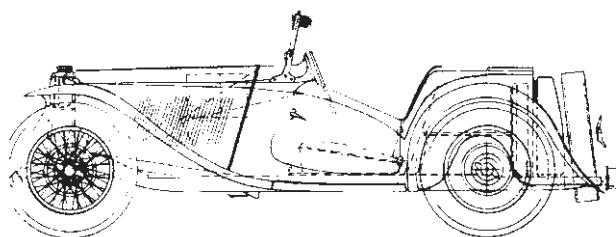
5th row:

Mike Simmons, Dave Spiegel, Daniel Harrison, Jonathan Lane (CO)

6th row:

Doug Schirripa (NY), Mel Appell, Kregg Hunsberger,

27 in attendance representing 22 memberships - \* drove TC 10 simulated miles to meeting





# Club Regalia

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

## Ball Caps

**\$15.00 each, plus postage**



*TCMG Spark Plug Holders*

## TCMG REGALIA

See our website for many items  
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## REGALIA CHAIR

Linda Simmons ([TCMG Contact Page](#))  
Prices beyond our control  
subject to change  
International postage is extra

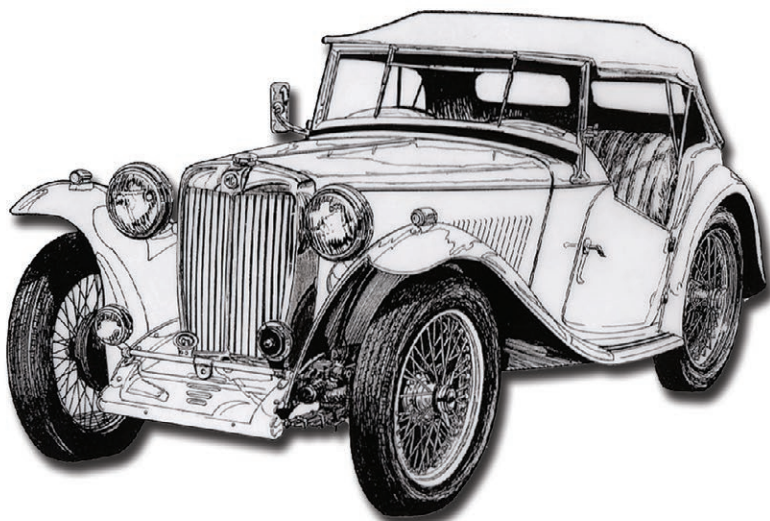


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