



TC Motoring Guild CLASSIC CHASSIS

October 2024

For ten days each August, connoisseurs and enthusiasts from around the world converge on the Monterey Peninsula to celebrate the ultimate in automotive design, engineering and camaraderie among fellow aficionados. The crown jewel in a whirlwind of events is *The Quail, A Motorsports Gathering* which is the car display and this year it was on August 16th. And for 2024 they celebrated 100 years of MG and there were 17 MGs from 1925 to 1959 including six TCs. TCMG members brought a TA, a TB and two TCs to the show.



Alan & Victoria Campbell with their 1939 TB
(photo above by Marc & Christine Johnson)





CLASSIC CHASSIS October 2024

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**GoF West 2024
Folsom, California
October 14-18
GoFWestInc.org**



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Programs	TBD
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*Cover photos by Alan Campbell.
See more on pages 6-10*

Rob's Ramblings



Happy September TCMG members!

Looking forward to this month's drive to the show in Oxnard this month. Should be fun.....and cool in the harbor. Conclave is also just around the corner. Nothing better than a caravan of friends and TCs!

A few years back we did a Zoom tech session about fuel vaporization. My then new rebuild was percolating like a coffee pot. Hot restarts had me using the choke to clear the carbs which worked fine. Now it sometimes

happens when running. I made a heat shield, but never installed it. I did add carb spacers and had the exhaust manifold ceramic coated inside and out. It helped a little. Hopefully the shield will do the trick. That's the job for this weekend. I wanted to do it last week, but it was 110 degrees in the garage. I think the fuel was vaporizing on its own in there with that heat! We're back down into the 70s now. Wish me luck!

Drive the wheels off 'em!

Rob Zucca

TCMG President 2024

P.S. alcohol is for sterilizing a wound, or in your favorite beverage...not motor fuel.

My First 100 Cars - The 43rd



1948 MG TC (my second TC)

For a year or so I rented a garage apartment on Balboa Island (next to Newport Beach), California. There was a famous little place called Hershey's Market on the corner about two blocks from my apartment. The owner of Hershey's (I think his name was Lyle) owned a fully restored 1948 MG TC. It was black, with red leather upholstery, chrome wire wheels, machine turned dash, etc., etc. It was a beautiful car. I asked him if the car was for sale. He said no. A few months later I asked again. This time the answer was YES. I recall paying \$2,000 for the car - that



Bill Young

was a fair price. It was in several parades and car shows over the next two to three years. The famous Ambassador Hotel in Los Angeles had a classic car show. I entered the TC and won "Best in Class." As I was getting ready to drive home, a young man approached me and asked if the car was for sale. I told him "Anything is for sale for the right price." He offered me \$3,000. I said that would be fine and that we could meet at a bank the next day - Monday. The show was on Sunday - banks were closed. He said he had the CASH in his pocket. I said ok - but what about the registration, papers, Bill of Sale, etc.? He gave me an address to mail the paperwork. So I sold the car right there on the grass of the Ambassador Hotel and took a taxi home - with \$3,000 stuffed in my wallet! The buyer was shipping to the car to Japan.

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FROM THE FRAME UP

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Tuesday,
Sept. 24th

6:00pm*

Vanity License Plates

Our next monthly meeting will be on Zoom and the evening's program will feature "Vanity" license plates seen or owned by our members. Keep an eye out and get photos if you can, to share during the meeting. The more clever, the better. M.G. content is even better!



Link below is for the Zoom meeting on Aug 27th

zoom.us/j/89345404172

** Pacific Daylight Time Meeting to start at 6pm but Zoom should open up about 5:45pm to visit.*

Anyone making a simulated journey to the meeting in a TC by driving a minimum of 10 miles on the day of the meeting will receive a point toward the Sargent Award.

September TCMG Event



Spend a day surrounded by classic lines and good friends at one of the best British car shows in Southern California. Bring your TC if you can, and don't forget a picnic lunch and a blanket or chairs! Run by the Central Coast British Car Club, the show is set in the cool ocean breeze at Channel Islands Park in Oxnard. What better way is there to spend a Summer day?

Spend a day surrounded by classic lines and good friends at one of the best

Trophies are awarded for all classes of cars. Food for purchase will be available on-site as well.

Meet at the TCMG banner for our picnic at 12:00 PM. If you plan to enter your TC, let Steve Simmons know and we will save you a spot by our banner. The show runs from 9AM – 2:30PM.

For more info and registration form centralcoastbritishcarclub.com/car-show/

2024 Quail Motorsports Gathering



by Alan Campbell

driver TB would be on the show field with all of these truly great MGs and surrounded by world beating hyper-cars like Koenigsegg, Pagani, McLaren, Gunther Werks, Bugatti, Gordon Murray Automotive. Makes your head spin! After much searching, we found a local detailer near us in Fresno who, he and his crew, took a week and made our TB look spectacular.

Background: I received a message from Allan Chalmers on January 30th alerting me there was going to be a “100 Year Celebration of MG” class at the 2024 Quail, a Motorsports Gathering (Quail) during Monterey car week and to call Dick McClure about it, also an ARR member. I called Dick, who is a consultant for this event at the Quail and we had one of the most delightful introductory phone conversations I have ever had. Dick is rollicking. He was open, brimming with enthusiasm and full of delightful stories. He said the idea for the 100 Years of MG class started during last year’s Quail, when he mentioned to The Honorable Sir Michael Kadoorie that this is the centennial of MG. When he told Michael that he has a 1955 MG ZA Magnette saloon, Michael lit up and said that was the exact model of car he first learned to drive in, clearly evoking a memory of early youth. He instructed Dick to form the 100 Years of MG Class for next year’s Quail event. Dick said he had 12 slots and was anticipating that Al Moss’s TC, Wayne Carini’s 1934 PA Airline Coupe, Dick’s ZA, of course, and Carroll Shelby’s TC would be in the lineup with the possibility of modern MGs from China joining the class.

I told Dick that we have a 1939 MG TB and would like to apply to enter it for this class, whereupon we shortly received the entrant application. To our surprise and delight, we received a notice of acceptance few weeks later. This is a big deal - The Quail is a world class event and our daily

Load-In: For those of you who may not know, the Quail has entrants place their cars on the show field the day before the event, so we drove our TB (photo on the cover) to the field that afternoon, followed in their car by my wife Vicki’s brother and his wife, who live locally. Entrants receive a complete package of VIP parking passes, including ones as entrants and load-in and load-out for escorting vehicles. When we arrived, we were delighted to see that the MG class was placed prominently in the center of the main field, arrayed in circle with plenty of open space between cars and our TB would be one of the first MGs attendees would see as they entered the field. What luck!

Counting on the potential for overnight fog that can blanket the area, we covered our car. One great advantage of The Quail is that entrants can go on the show field early Friday morning, hours before general admission opens at 10 AM. The idea is to give them time to uncover their vehicles and do some last-minute shine-and-sparkle. Once your car is ready for display, this is also a great opportunity to roam the show field before the crowds arrive. Imagine walking up to Christian von Koenigsegg or Gordon Murray while they and their teams doing last minute setting up and have a pre-show chat!

Here’s another kicker. The entrant package includes a yellow sign that can be place on the dash to have a complimentary detail done for you on show day morning

by roaming detail crews provided by the show. Who knew? I put the card on the dash thinking that, since the car was covered, it would be unlikely that the detail crew would see it. We arrived around 7 am and to our surprise they had uncovered the car and detailed it for us. This is the kind of over-the-top service the Peninsula Hotel Group is so famous for. So, our only task was to unpack our picnic set up we had packed in the back of the TB. From there, we were free to meet and befriend other entrants. It was a very warm and friendly atmosphere with interesting and lively people.

Judging: Quail does not have judges. Entrants receive a ballot that gives you one vote for any vehicle in your class, except your own, and one for best of show, again, except your own. So, entrants, not judges, decide the winners. So simple, so easy and this approach kills any argument about the winners. They also require you to turn in your ballot before 11 AM if you want to receive your entrant bag, as incentive to turn in your ballot and do so timely. Ingenious.

Show Day: We were delighted to see not 12, but 17 MGs on the field. Sadly, Al Moss's TC did not make it and neither did Dick McClure's ZA. No modern Chinese MGs either. Everything from show cars to daily drivers, like ours, to preservations. Parked next to us was **Michael Dacre's (Oxford, UK?)** delightful and historic 1925 Morris MG bull nose with the most



wonderful period coachwork. Michael told me that six were built and this is believed to be the only survivor. Given its historic significance and uniqueness, it won best in class, and deservedly so. Take it out of the

running and choosing best in class would have been very difficult indeed, given the wonderful, storied and historic cars in this class on the field.



Brad Tank (Illinois) brought his 1949 TC "Kerrigan Special". The TC was purchased by Spence Kerrigan of Haywood California in 1949 and prepared for road racing. It was entered into the very first Pebble Beach Road Race, November 5, 1950. It raced as number 9 driven by Jay Chamberlain, a California Lotus importer. It remained in Kerrigan's hands until 2009 and the next owner, Bob Koons, a TCMG member, had it restored by LeRoy Gane, Roger Penske's first machinist. This was the TC that was featured in the December 2020 issue of Road & Track in the section entitled "Dream of Dreams, Eight Legends, An empty track".



Bruce Campbell (California) brought this fabulous 1937 SA cabriolet, one of seven that A.G. Keller, the Swiss importer, had bodied by Carrosserie Rinebolt and Criste of Basel. Bruce spent 20 years pursuing this car and believes this is the only one remaining in existence. Bruce was very gracious and welcoming. He walked us through the entire car. It has 1930's

Mercedes grand touring styling, features and esthetics - truly a luxurious, original, unrestored car.

We were thrilled to see Carroll Shelby's and **Phil Hill's** TCs on the show field. According to Peter Egan, long time writer for Road & Track, in his Side Glances column entitled "Sudden Conversions", Road & Track December 1989, when Phil was a young man with a new job as a mechanic at a Packard dealer, he was leaving a restaurant after dinner and he saw parked in front was a brand-new 1947 MG TC. After studying the car, Phil Hill style, he determined to wait until the



owner arrived. When the owner appeared, he told Phil what it was and that he had bought it at a place called International Motors in Hollywood, California. So, Phil drives his Ford straight to this dealer, never returning to his job at Packard, applied for and was hired as a mechanic. "I had to be where the TCs were" he told Egan. He sold the Ford to buy a 1947 TC from International Motors and worked as a mechanic so he could earn enough money to buy a Shorrock supercharger and SU H-6 carburetor at cost, which he then fitted to the TC and went racing in it, winning his first race on July 24, 1949 at the Carrell Speedway in Gardena, California, thus launching his incredible racing and driving career and becoming the first and only American-born driver to win a Formula One World Championship (1961).

Carroll Shelby's TC was reacquired by the Shelby family (Texas), through one of its companies, in 2015. I seem to remember it went for a crazy price at auction, something like \$539,000, if memory serves, so now we know why.



As the story goes, Carroll Shelby, Ed Wilkens and Bill Mott were close friends at Woodrow Wilson High in Dallas, Texas. Bill Mott bought the TC in 1950 as his wife's daily driver. He sold the car to Ed Wilkens in 1952; looks like Bill's wife had other ideas about using a TC as a daily driver in the Texas heat! Ed and Carroll turned the TC into a race car in Norman, Oklahoma and then Carroll drove the car to his first race win, beginning his 8-year stint as a professional race driver.



David Peterson's (California) TC was a home market vehicle and later imported into the U.S. It was restored to its current condition in 1990 as the first restoration done by well-known MG restorer Tom Metcalf, of Safety Fast Restorations in Mansfield, Ohio. It participated in the 1990 Circuit of Britain and is driven regularly, testament to Tom's work 34 years on and David's stewardship.



Lars Lynges (Utah) TC (TCMG member) also has an interesting story.

It was first bought in Hong Kong by a Mr. Hugh Lee Grundy, who was appointed by U.S. President Harry Truman to run Air America in the 1940s. Grundy received the Presidential Medal of Honor for his work. Grundy drove the TC in Hong Kong for three years while residing at the Peninsula Hotel! The car was shipped to the U.S. in 1951, where it was placed on stilts in a wooden box and stored in his barn. His wife insisted on putting Vaseline on the chrome and paint. The box was opened in 2004 and the car was like new, with only 6,100 miles on it.



DonnaRae Caccavo's 1948 TC (TCMG member) was "home market", not export, and wears its original paint with 96,000 miles on the clock. It was enjoyed by only two previous owners, the last being long-time TC club members Gordon & Mimi Glass. The plan is to preserve it and enjoy it within the Caccavo's wonderful home in Greenstone estates near Placerville, California.



Photo by
Doug Pelton

Doug Pelton (TCMG member) showed his 1936 TA with early body style, wide petrol tank and narrow rear wings. He and his shop did his usual hyper show quality restoration, way beyond what MG ever imagined. It is matching numbers complete, with its original MPJG engine,

that was replaced in the succeeding MG TB series and all Ts thereafter by the more tunable XPAG engine,.

Wayne Carini, car restorer, television personality and great guy, brought his rare 1934 MG PA Airline Coupe, one of 51 produced by the Abingdon-On-Thames car company, powered by Cecil Kimber's 847cc overhead cam 4-cylinder producing 36 horse power. The hand-formed body designed by Henry Allingham for MG is made from aluminum, not steel, over a wood frame, and includes a unique sliding sun roof with three inlaid glass panels, walnut wood trim and leather interior. Some consider it to be the most beautiful MG body style ever built. Hard to disagree!



Photo by
Dick McClure

Dick McClure brought his 1955 Standers Special Road Racer, an MG based home-built racer recently found in a padlocked single-car garage in Stockton, California, stored since 1969. The car was intact, but the engine was in bits - some assembly required! The son of the creator was found and he had a treasure trove of history and photos of the car being created in their home garage and raced on Northern California tracks, including the 1956 Pebble Beach Modified under 1500cc class. Dick somehow got it all together, running and shined up for the show. No pressure, that.

The class also included three MGAs with rare twin overhead cam engines, simply known as "twin cams": Monique Gardiner's 1959 MGA Twin Cam (they also brought their 1955 TF 1500), Scott & Cathy Johnston's 1958 MGA Twin Cam and Matt Schiefferly's 1959 MGA race

car. In addition, there were Joshua Sherling's 1953 TD daily driver, Eric Strang's 1962 MGA Mark II and Greg Stimpson's 1964 MBG Sebring Racer tribute.

During the show, my wife Vicki was interviewed by a lovely lady from KSBW, the local NBC news station. Below is the link to her segment on this year's Quail, with Vicki's interview at the end to give you an overall view of the show:



Chairs, table and picnic set up by Alan & Victoria behind their TB

ksbw.com/article/car-week-monterey-county-california-rare-expensive-cars/61901187



All photos except where noted are by Alan Campbell

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 Woolf
Sept 22, 1948	TC 7556	Tony & Em McCormick*
Sept 28, 1948	TC 6649	Richard & Judy Fritz
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 8, 1948	TC 6776	Richard & Judy Storms
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 Buckeridge
Oct 14, 1948	TC 6829	John & Georgia Bowyer

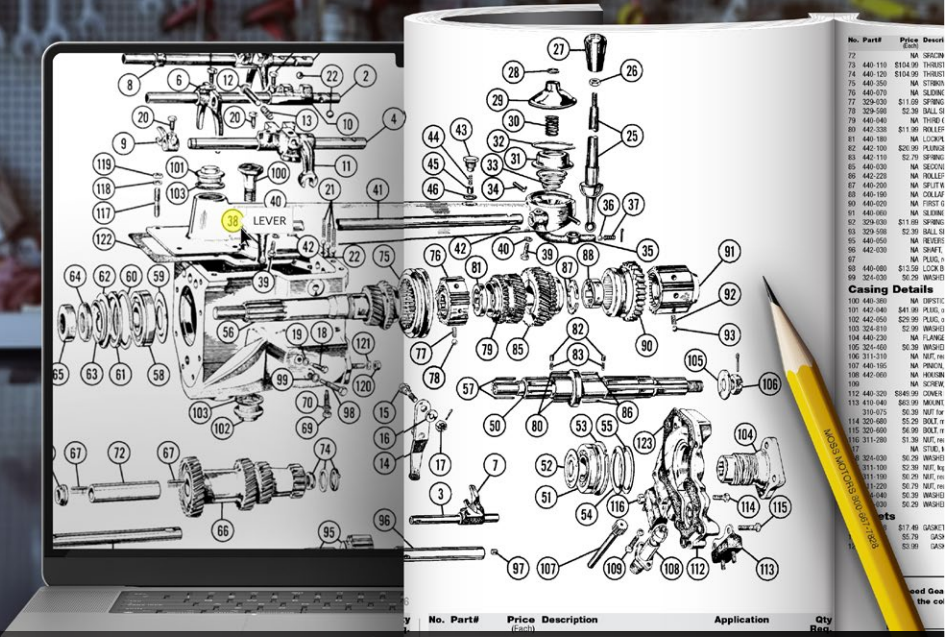


Build dates listed are when the TCs were assigned a number and started down the assembly line.

Happy 75th, 76th, 77th, 79th, 85th 88th Birthdays

** Sept 22 is also McCormick's wedding anniversary.*

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BRITISH SLANG LESSON

It's monkeys outside - It is very cold outside

Lost the plot - Gone crazy

Welcome to Our Newest Members

Welcome

Frank A. & Dr. Meena S. Moses

Riverside, CA 92507

1948 TC 6156 XPAG 6550 Red / Burgundy

We have emailed them several times but have not heard back, so no photos to share yet, but we do know Malcolm Buckeridge has worked on their TC.

A third person was listed on their application but no relationship was given (Dr. Anand Moses). Application indicated engine XPAG 6560 but original engine to their chassis is XPAG 6550 which we show above. Waiting for verification.

Gene & Jana Berghoff

Shorewood, MN 55331

1949 TC 8371 XPAG 9122

Black / Red

Purchased in 1961 by a US service member who exported it to France. At the end of his tour he brought the TC to the states. Sometime in the 1970s the car was disassembled and it passed through a few owners in this condition. In 2011 the car was acquired by a Roy Crowninshield who embarked on a complete, bare frame restoration. In 2016 Roy completed the restoration, sold it and then it ended up with someone who used it as a art piece in his living room for 6 years.



68th Annual TCMG / ARR Conclave

Cambria - Oct 20-22

Our Annual TCMG/ARR Conclave is set for Sunday thru Tuesday to get better room rates. Also set up right after GoF West in Folsom, CA for a two for one experience,

Make your reservations now.

Bluebird Inn - 805-927-4634

1880 Main St. Cambria, CA 93428

thebluebirdinn@gmail.com

bluebirdinn cambria.com

Held rooms for us has expired so hope you can still get in or somewhere else close by.

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



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

Monday: Group activity including TC line up & group dinner.

Tuesday: Goodbyes and departure.

Thank you to Howard Shempp for setting this up.

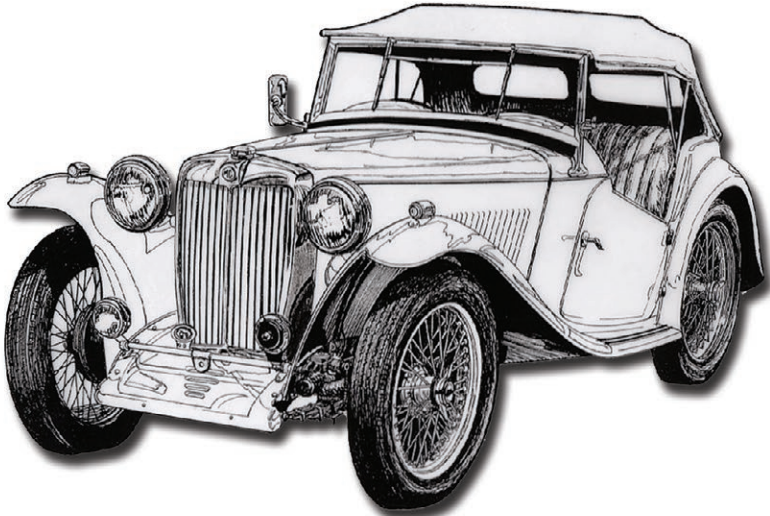


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August 27th - TCMG Meeting Minutes

At 6:00 PM PDT President Rob Zucca called the meeting to order and announced that it was being recorded. There were twenty-seven people in attendance and four members drove their TC.

Joyce Edgar, treasurer and membership chair, reported no mail was received during the past month and posted the treasurer's report. Before the meeting, Joyce had sent the report to the executive council for review and said she would send a PDF copy to any member that requests it. TCMG has 117 members including two new memberships: Tony and Em McCormicks from BC, Canada and Frank, Dr. Meena, & Dr. Anand Moses from Riverside, CA.

Sandra Loe, secretary, submitted the July meeting minutes as printed in the newsletter. There were no corrections or additions and the minutes were accepted as written.

The programs schedule was presented by Rob and Joyce. Dan Shockey is presenting a program "The Royal MGs" tonight. For the September program Bryan Kemper suggested members provide photos and stories about vanity plates they have or ones observed on

cars on the road. In October there will be members providing updates on their current car projects. Dan Shockey will have another program for the November meeting. Finishing the year will be the Annual Meeting/Holiday Party at Linda and Steve Simmons home on December 8th.

Steve Simmons, events chair, reviewed coming MG drives. On September 22 the Central Coast British Car Show will be held at Channel Islands Park in Oxnard. TCMG will meet there for lunch. Those interested can register for the show (\$40) and park as a group. Others can park off site and join the group for lunch. GoF West will be in Folsom, CA October 14-18. Conclave, organized by Howard Shempp of ARR, will be October 20-22 at the Bluebird Inn in Cambria, CA.

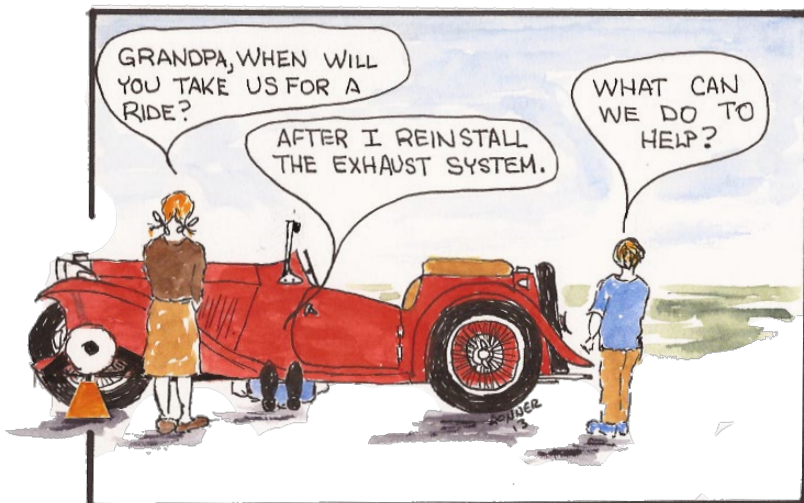
There was no old business. Under new business, Steve shared that a regalia order will be submitted soon.

The meeting was adjourned at 6:28 PM PDT.

Respectfully submitted,

Sandra Loe

Sandra Loe
Secretary





Row 1: Joyce Edgar, David Edgar*, Bryan Kemper (BC), Pete & Fran Thelander
 Row 2: Curt & Jan Sorensen, Sandra Loe, Malcolm Buckeridge, Allan Chalmers
 Row 3: Steve & Linda Simmons*, Jonathan Lane* (CO), Rob Zucca, Richard Fritz (CO),
 Row 4: Jerry McCammon (PA), Dan Shockey (guest and presenter), Cliff Lemieux*,
 Greg & Ursula Hoeft (IL)
 Row 5: Karen Olson, Duane Schmidt (MD), John Bowyer (TX), Bruce Larson
 Row 6: Dean Caccavo, Gene & Jana Berghoff (*note that Berghoff's joined TCMG right after the
 Zoom meeting was done so would have been 20 memberships).

* - drove 10 miles in TC on meeting day

2025 TCMG Dues

This is to give advance notice that our dues rates will be changing for 2025 and beyond. Instead of two different dues rates for local and distant members, we are simplifying and going to just one rate of \$25 per year. Seems too many members were confused and paying the wrong amounts.

Per our Bylaws, dues are due for the next year as of our Annual Meeting which will be December 8th this year. We have a grace period that goes until our March monthly meeting.

Again, this is just advance notice of the change and we will be having actual dues notices later.

TCMG Regalia

- TCMG Car Badge** \$25 (+ postage) members only
- TCMG Cloth Patch** \$8 (+ postage) members only
- TCMG Lapel Pin** \$3 (+ postage)
- TCMG Lapel Vintage Pin** \$3 + postage)
- MG TC Pin & MG Car Club Pin** (inquire)
- MG TC Color Specs** \$2 members, \$3 non-members, (+ postage)
- TCMG Photo Puzzles** \$15 + 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

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 details.

Ball Caps

\$20.00 each, plus postage



TCMG Spark Plug Holders

REGALIA CHAIR

Linda Simmons
(see page 2 on how to contact)

Prices beyond our control
subject to change
International postage is extra

Dress up your engine bay with these exclusive spark plug holders! Features raised logos on each side. Inspired by spare plug holders found on pre-war MGs, each unit holds four 1/2" reach plugs. Size is 7.6" x 1.6" (40mm x 194mm). Spark plugs not included. Inquire for use with 3/4" plugs.

Price: \$40.00 ea. + postage