



TC Motoring Guild CLASSIC CHASSIS

August 2025



Our annual June picnic was a huge success. Five TCs plus a TB made for a very pretty view. The "Artfully Leaking" contest is always a crowd pleaser. Rob shows dripless is possible (or his sump is empty).



Rob Zucca, Alan Campbell, Cliff Lemieux, Mike Simmons, and David Mathison showing their artful oil drip patterns



Enjoying a meal together and having a HUGE selection of desserts (thank you Linda)





CLASSIC CHASSIS August 2025

Published in
Southern California by the
TC Motoring Guild
1454 Chase Terrace
El Cajon, CA 92020

www.tcmotoringguild.org

The Classic Chassis is
published eleven times a year,

All contributions: articles,
letters, advertisements, and
captioned photos for the next
issue should be sent to:

The Classic Chassis
c/o David Edgar,
1454 Chase Terrace
El Cajon, CA 92020
djedgar1970@gmail.com

We invite you to participate. No registration fees, no dinners, no awards and should fit into your schedule. It is a virtual event so just send a photo of your TC or any MG with the theme of Gathering of the Faithful. Faithful could be friends, family, pets or even your faithful TC. You decide. You can send up to 3 photos and include your other MGs too if you wish. Photo date must be between April 9 and July 31, 2025. Send your photos in by July 31st. Entries will be included in the GoF West Gazette. Include your name (and navigator if applicable), club affiliations, short description of photos and date of photos.

Submit to: GoFWestInc@gmail.com

Please, no Photoshopped or AI photos.

TCMG Officers and Chairs for 2025

President	Steve Simmons
Vice Pres.	Doug Schrippa
Sec & Ex Officio	Rob Zucca
Treas/Memb	Joyce Edgar
Director	Mike Simmons
Director	Dean Caccavo
Director	John Bowyer
Events/Website	Steve Simmons
Programs	TBD
Editor	David Edgar
Historian	Steve Simmons
Regalia	Linda Simmons
Sunshine	Bobbie Simon
	Jan Sorensen

Phone number and emails removed here to hopefully stem internet mis-use. Contact using one of these methods:

1. Refer to your TCMG Directory for contact info
2. email tcmg@tcmotoringguild.org and we will forward
3. Use Contact Us on our TCMG website: tcmotoringguild.org



Steve *at* the Wheel

this year's President to last year's President resulted in both of them, myself and Rob Zucca, laying on our backs the next morning taking care of it.

When this fine organization was just being formed at the Road & Track offices in 1954, ideas were presented and plans were made for exactly what it would be. One of the primary goals was to focus on technical matters, with secondary emphasis on social activities. This was of course before lifelong friendships had been made, so things are perhaps a bit different today than our founders envisioned. To be fair, I don't think they expected their creation to last over 70 years and still be going strong!

After all these years however, some things never change. One of our long-time members reluctantly decided to sell his car because of health issues, so naturally I offered to help. I discovered a fairly major issue that needed to be corrected before the car could be moved along to a new caretaker. A casual mention of the problem from

I feel that it's fair to assume everyone in this club has at least some love of history and tradition simply due to their love of these old machines. Obviously I'm no exception, so I love seeing the old values and traditions being brought forward as the years go by. Our members have always been willing to jump in when needed, and teach those who are new to the hobby so they can themselves pass it along to others. There were many who helped me when I was just starting out in the TC world and I'm thrilled to be able to be in a position to pay it forward. So if I happen to mention a tidbit you didn't know before, don't thank me, thank guys like Pete Thelander, Ernie Page, Joe Douglass and the rest of the old guard who years ago set me on this crazy path of TC obscurity.

Steve Simmons

2025 TCMG President and Historian



Our President and Ex Officio, Rob (who is also our current secretary) working on TC to help another member

Want more to this story? Check out the latest video from Steve.

youtube.com/watch?v=GHDjHeozmDg **3**

480-588-8185 www.FromTheFrameUp.com



FROM THE FRAME UP

SPECIALIZING IN TABC HARD TO FIND PARTS



 RESTORATION

 PARTS

 SERVICE





Tuesday, 
July 22nd 
6:00pm *
Paramount
Ranch
Raceway



Our evening's program will be a presentation by TCMG member Dean Caccavo on the history of Paramount Ranch Raceway. The track was located in Agoura Hills, California and was a popular destination for many of the great racers of the late 1950's until several terrible accidents forced its closure. Parts of the track still remain today, winding through the Santa Monica Mountains. Dean will show before and after photos and talk about the interesting history behind the track, where such well known drivers as Phill Hill, Ken Miles and Johnny Von Neuman raced.

Link below is for the Zoom meeting on July 22nd
zoom.us/j/6234447498

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



BRITISH SLANG LESSON

Gutted

The word "gutted" comes from the literal process of removing the guts (internal organs) from an animal, which has been done by humans for centuries. The metaphorical use of the word—meaning to feel deeply disappointed or devastated—emerged in the UK in the late 20th century. This slang term is now commonly used across Britain to describe feelings of extreme disappointment, especially in casual conversations, like after losing a big game or receiving bad news.

Halfway House Tour

Only two TCs were willing to brave the early Summer heat for our Halfway House Tour. Several others planned to attend but were thwarted by mechanical issues and other obligations. The Loes were unable to join with their TC so they met the group at the start in a modern vehicle. After a rather late start caused by too much good conversation and tire kicking, the TCs headed out toward the old roads to the north. With the late start,

rising temperatures and empty stomachs, a shortcut was taken to get to the old 1930's cafe for brunch sooner. The TCs looked right at home out front as usual. Upon arrival there was only one parking space up front so we squeezed two TCs into it. Take that, modern SUVs! We had the place to ourselves by the time we left. The return trip was through the heritage valley and over the mountains back to civilization.



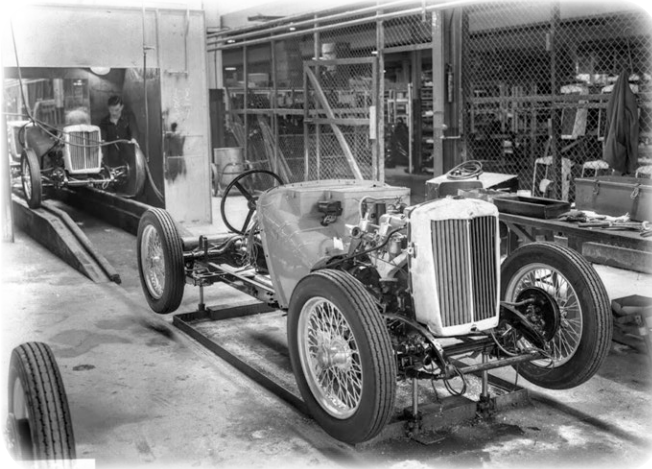
Thank you Steve Simmons for the write up and Steve & Rob for the photos.

TC Factory Assembly Line

Tom Wilson has a book in the works on the MG Factory that includes many TC assembly line photos and stories from factory workers. However it is now taking a back seat to the many MG projects he has been working on over a few years (2 TCs, an L1, 4 J2s, 4 PAs, 2 PBS and a VA saloon). I came across this photo, so being pretty knowledgeable with the TC factory line I asked him what the worker in the spray booth behind was doing. His reply was pretty detailed. Enjoy



Tom Wilson



This is a photo I'm quite familiar with. It was taken late spring 1946. Here's some details for you:

Behind the fenced wall is one of the stores areas. You can see steering columns and boxes stacked at the left by the barrel, and make out other items such as the radiator with chrome shell at the right. There was a daily list of planned production (number of cars), and the staff in stores pulled the correct number of parts to prep for the next day's production.

This photo is taken at 2 of the last 3 stations on the chassis track. Sam Peach is in the paint booth - lots of stories about Sam in my files. You can see the shield put over the inside of the tire - he is painting everything on the chassis and components black that isn't black already - it's a touch up job. The hoses hanging from above are air and water. After doing touch up, Sam (or the person working this station) filled the radiator with water and

put proper air pressure in the tires.

Then the chassis was rolled down to the next station, where it was lifted with a set of Jackall rams. The brakes were adjusted here, and the engine was started. You can see a small cylindrical gas tank at the back of the chassis - it had a ball valve on the bottom with a hose, and the hose was pushed onto the fuel line.

You can see wires sticking through two of the bulkhead holes at the upper right - they were twisted together to provide ignition power, then the engine was started. Idle checked and set, if any tappets were extra noisy the valve cover would come off and rockers adjusted, clutch was checked.

I think, but haven't been able to verify, that the air cleaner assembly was installed as the last step here. You can see in the photo how just the back section is attached - that's how it came from Engines Branch.

Once the worker was happy with it, they'd shut the engine off, lower the car, and roll it to the last station on the chassis track - the Weaver machine, where the toe in was checked and set. This machine was actually made in Illinois!

Chassis was rolled a bit further and around the corner to the other side of the stores area, turned to go down the body track.

Tom Wilson's VA Saloon Project

Here's the VA body in my studio now. Spent most of the afternoon sorting the original wood pieces (we only reused 3 of the original wood pieces) to label and store for reference. I'll be at Doug Pelton's FTFU picking up the chassis in

July, a 5-6 day there and back again drive. Then assembly/fitup starts to get ready for paint. Goal is to have it done in time for the August 2026 MG International in Sandusky Ohio.



Tom's VA Saloon project. At left body back from the body shop recently awaiting the chassis. Below, left, body in March 2023, and below right, in July 2023



Size matters! TC 2040 at GoF Central. Now for sale if you want a very nice TC. Gotta make room for other projects.



Another photo of TC 2040 (and another of Tom's TCs) in the rear view mirror of an MG PA

June 27th - TCMG Four Minute Meeting

This months meeting was held in person at the TCMG Summer Picnic.

Members who drove their TCs to the picnic were,

Cliff Lemieux	A&V Campbell
David Mathison	Rob Zucca
M&S Simmons	S&L Simmons.

With a warning that he was going to power through the meeting at lightning speed so we could get to the festivities, President Steve Simmons started the meeting at 5:43 pm and introduced new members Doug and Rayna Boehme.

Events were next. Steve reminded all that the next event would be the Half Way House tour on the 29th for brunch.

Programs. Next months program will be about the old Paramount Race Track by Dean Caccavo.... (Im really looking forward to this one).

New Business. The attendees all signed a get well card to our beloved Treasurer Joyce Edgar. We all hope to see you soon Joyce!

There was **no old business.**

Secretary yours truly had to remind Steve of the secretary's report before he closed the meeting..... Nothing to report and a move was made and seconded to accept the previous meeting notes as published in the newsletter.

Steve wrapped the meeting up at 5:47 and we all sat down to our picnic. The entire meeting lasted four minutes... this must be a record!

Thanks again to our hosts Linda and Steve Simmons! Linda of course outdid herself yet again with fantastic desserts!

Respectfully Submitted,

Rob Zucca

Rob Zucca, Secretary



The Picnic Part of Our Meeting

The TCMG Annual Summer Picnic Meeting was held in June at Linda & Steve Simmons' residence. 37 members attended, with six TCs adorning the entrance. There was also a Jaguar XK150 along with the Simmons' collection of numerous British and one German (how did that get in there?) cars. Members came from as far as Northern California and Southern Orange County to enjoy the camaraderie, kick tires and sample Linda's many amazing desserts.

The ladies (and a couple men) toured the garden while the men (and a couple ladies) preferred the shop and cars. Steve gave a brief history of his MG SA Saloon

to a group that had assembled around it before everyone sat to eat. Afterward, a record was set for the shortest meeting in TCMG history so that the crowd could head to the dessert bar Linda had prepared. Home-made tiramisu and banana trifle were the most popular dishes, with several flavors of her famous cookies plus cakes from a local bakery disappearing nearly as quickly.

An oil drip contest was held, with the most artistic winning a gas card. The crowd voted Mike Simmons' TC the most "artfully leaking". The TCs eventually departed for home in perfect weather for both picnics and vintage motoring.



Thank you Steve Simmons for the write up and photos.



185th Gathering of the MG Clube do Portugal

Scott and Cristina St Clair are visiting in Portugal and participated in an MG outing with an MG club there. This is their report.



several MGBs, a half dozen MGFs and one MG gas powered SUV. Oh, and one MGTF—but not what you might be thinking; I know I was momentarily baffled.



Greetings from Portugal!

Our base of operations in Portugal is Alto da Barra, Oeiras. Oeiras is about halfway between Lisbon and Cascais. This is known as the “Linha” or “Linha de Cascais” and it is lovely here. There is convenient train and highway access. Like any major city, freeway traffic in and around Lisbon can be soul crushing at times. Outside of Lisbon the highways are amazing.

On Sunday, June 29th, we joined 35 members of the MG Clube do Portugal for an all-day gathering in Mafra. By highway, Mafra is a little over 50 km north of Oeiras and on the weekend only takes about 35-40 minutes to reach. Mafra is about 10 km inland from the coast at Ericeira.



Truly vintage MGs are not common in Lisbon but are occasionally seen in the north and around Porto. In past years at shows in Algarve, Cristina and I have seen visiting MGs down from the north including a P type, two J types, a TC, a Twin Cam MGA and many really nice MGAs. T types are quite unusual in Portugal or maybe they're up on blocks hiding in garages. And, of course, Portugal is a small country.

For this event we had one Chariot Red MGA 1600, two very pretty MGB GTs,

We'd never seen an MGF before but learned that they sold well in the UK and Europe. They were produced from 1995 to 2002 and more than 75,000 were made. The MGF reminded me of the Mazda Miata. One owner with really good English skills gave me a walk-around tour of his example; it has a transverse mounted 1.8L engine tucked between the seats and the small boot. This owner said that the boot gets hot. There was no hedging or equivocation in his statement. The boot gets hot; like cooking food hot. Also, the head gasket seems to have been “considered a consumable” (owner's words), and as the 1.8L motor is shoehorned in that space behind the seats, failing head gaskets present a challenge. The owner said there is a rumor that the head gasket can be replaced without removing the engine, but this is only a rumor.

The MGF employs a Hydrolastic or Hydrogas suspension system in place of springs and shocks. Now, I have no idea what that means, but I do know that there are chambers of pressurized nitrogen, rubber bladders and damper valves, and that over time the pressurized nitrogen is lost. So, this design has an expiration date. NOS parts are not available therefore the Hydrogas spheres must be rebuilt in the UK. The Hydrogas system can be replaced with an aftermarket kit of coil springs and shocks but the owner I

continued next page

spoke with is determined to stay true to his car. On the plus side, this member's MGF 1.8L engine has 16 valves and variable valve timing; it makes a solid 140 hp. These cars are demonstrably lively with a couple of owners getting quite sideways in the gymkhana parking lot.

The MGTF followed the MGF in 2002. I didn't get to talk to the owner of the MGTF but the MGF owner gave me some basic details. The MGTF has updated cosmetics, a much stiffer body structure and a return to coil springs—goodbye Hydrolastic spheres! The engine was available with hotter camshafts that upped the output to 160 hp. The MGTF owner at the Mafra event was more conservative behind the wheel and did not get sideways in the parking lot.

Cristina and I were invited to try the parking lot cones in the 25 yr old sedate 4-door sedan we use in Portugal. After the slalom section, I went only once around a cone I was supposed to circle twice. Cristina backed over a cone in the last section where the driver needs to reverse. So, we both failed the course.



Lunch was at Quinta da Cerca Restaurante Mafra. Great setting and great food. Eating in Portugal is typically a really fun experience. After lunch, on to the National Palace of Mafra for a guided tour.

The Palácio de Mafra was built on the orders of Dom João V, King of Portugal from 1706-1750. Palácio de Mafra is an enormous complex including the Royal Residences, the Basilica and the Convent. The total area approaches 40,000 square meters with something like 1200 rooms.

The front façade of the Palácio is 220 meters across. At the peak of construction, the workforce was more than 45,000 men. When Cristina and I were inside, standing at the central balcony overlooking the square in front of the palace, we could look to our right more than 100 meters through grand rooms and halls and then the same looking left. It was staggering. In the two 68 meter towers there are 92 pitch tuned church bells weighing a combined 44 tons. They are played regularly and we were treated to a rendition of "Somewhere Over The Rainbow."



For me the highlight of our palace tour was the library. There are more than 36,000 volumes. The ceiling is 13 meters high and total area of the library exceeds 800 square meters. A colony of bats is allowed to roam the library and they eat all the worms and insects that would otherwise attack the beautiful leather-bound volumes. This ecological practice has been in place since at least the 19th century both in Mafra and the ancient library at Coimbra.



continued next page

I can't do justice to our visit. So, go to: mgclubedeportugal.pt/en and check out the pictures, including the supremely embarrassing shot of me with my mouth hanging open as I walk into the library. And don't miss the pictures showing furniture made from antlers and skins!

Best from Scott & Cristina

Photos shown here are just a quick sampling of what editor found on website shared. There are plenty of other photos to view and the palace is absolutely stunning. Note that above link takes you to the club website. To view the 185th gathering go to the Gallery and search for 185th or go direct with this link.

mgclubedeportugal.pt/en/gallery/2025/185th-mgcp-gathering



Scott & Cristina in the palace

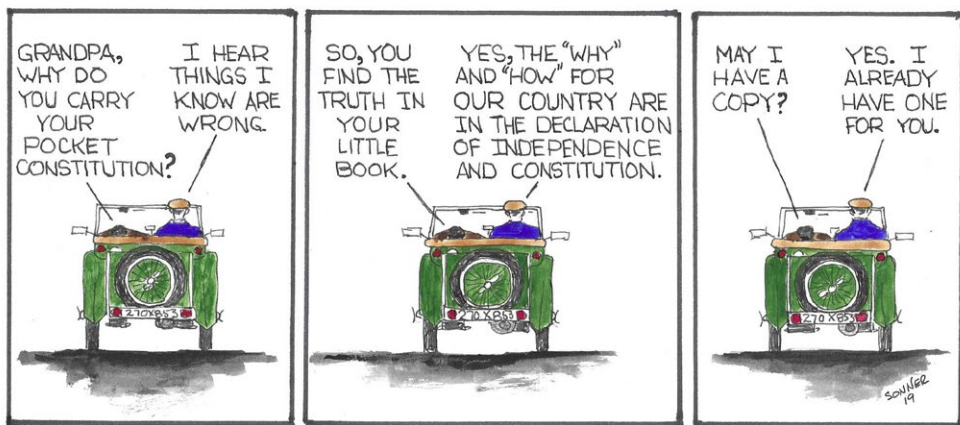
TC Birthdays (Build Dates)



July 16, 1948	TC 6073	Roger Morse & Lynn Arnold
July 21, 1948	TC 6101	Patrick & Laura Mauch
July 21, 1948	TC 6110	Mike & Sherri Simmons
July 22, 1948	TC 6126	Charley Williams
Aug 10, 1948	TC 6156	Frank & Meena Moses
Aug 11, 1949	TC 9362	John & Georgia Bowyer

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

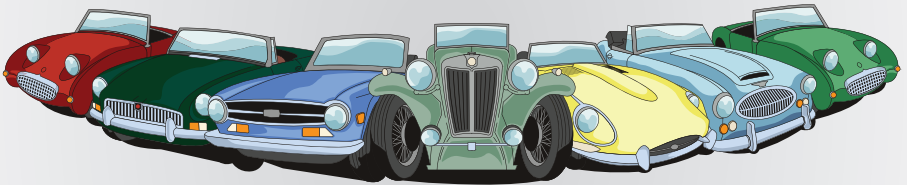
Happy 76th & 77th Birthdays



Geoffrey Locquenutte & Nelson: On the Road



Classic British & Jaguar Parts



Shop Online at MossMotors.com

More Event Photos

Didn't have room for these photos with the articles so placed them here.



Photos above go with our meeting/picnic report and these two at the bottom go with the Halfway House tour report. BTW, all come from Steve Simmons



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	\$22 for short sleeve, \$20 for long + postage
TCMG Hoodies	\$30 + postage
TCMG Spark Plug Holder	\$40 + postage

TCMG embroidered Ball Caps \$20.00 each, plus postage

Just the thing for those sunny Summer days or cool Autumn nights. Caps are available in two styles – Flex Fit with modern style TCMG logo, and Traditional with Vintage TCMG logo.

Modern Cap Features:

- Six panel structured design
- Flex Fit cap with spandex rim band for a comfortable fit
- Modern style TCMG logo on front with our web address on rear
- Available in Charcoal Grey with white logo, sizes SM/M or L/XL

Vintage Cap Features:

- Unstructured vintage-style cap folds easily to store in your back pocket
- 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)
- Adjustable strap with metal buckle

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



REGALIA CHAIR

Linda Simmons
(see page 2 on how to contact)

Prices beyond our control subject to change
International postage is extra

For more details
tcmotoringguild.org/regalia/ 16