

TC Motoring Guild CLASSIC CHASSIS July 2025



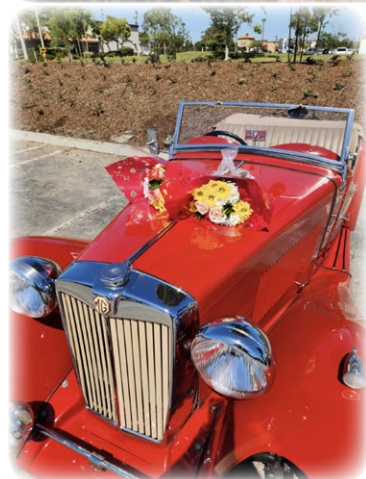
Steve Simmons found hills full of mustard plants in bloom.



Michael Hughes sent this one in taken in the Lancaster area



David Edgar found poppies right in his front yard (but they only lasted a few days). But he then realized the cactus flowers in the background were even more impressive.



Rob Zucca went with store bought flowers (bought for Mother's Day so flowers got double duty).

Our May Do-It-Yourself tour theme was flowers (probably because our regular TCMG Wildflower Tour got zapped due to the lack of poppies in the fields this year).

We had fun participating and a great chance to drive and show off our TCs. Getting the Sargent Point for driving at least 10 miles was an additional bonus even though we only had four participants



CLASSIC CHASSIS July 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 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

TC Motoring Guild's historical archives are fairly extensive, with documents and other items dating back to the very formation of the club in 1954. Yet things are still being donated on a regular basis from current and past members. These donations are always welcome, to expand our understanding of the early days of the club and fill in missing pieces of history that have been lost over time.

We are always looking for new items of historical interest from our club's past, so if you have anything to donate or sell, please contact me. Old photos, slides and especially films are always welcome. We are also willing to scan any photos or films you have and return the originals to you.

Over the past year we've received several notable donations including from Allan Chalmers a box of old newsletters, mailers and other items dating back to the 1950's. Bobbie'dine Rodda (via David Edgar) passed on a unique hood ornament from founding member Frank Mason's "square TC". Mike Goodman donated some TCMG 50th Anniversary items made by Tony Henkels. Esther Belland donated a set of large, high quality black and white photos of TCMG's New England Tour from 1994. Paul Burt, son of very early member Floyd Burt, donated a rally plaque from a TCMG / LBMG Double Day event in 1966, and a 1957 TCMG newsletter.

If you have old TCMG history collecting dust in a closet, let us know what you have and help us preserve the club's very special history!

Steve Simmons

Steve Simmons
2025 TCMG President and Historian



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FROM THE FRAME UP

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 PARTS

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Saturday,

June 21st

4:00pm *

Summer Picnic and Meeting



The annual Summer Picnic takes place on Saturday, June 21 at the Simmons Residence. Bring a picnic lunch or dinner and dine in the garden, tour the collection of vintage cars and enjoy the company of fellow TC aficionados.

This is an RSVP event. RSVP information was sent out by mail to local members, and by email to the group. If you need more info, please contact Steve Simmons.

 Pacific Daylight Time

Refer to your mailed invites for location, time and other information.



BRITISH SLANG LESSON

Full of Beans

This phrase comes from horse racing, back to the days when horses were fed beans to give them energy and stamina. The original phrase was 'full of prunes', but changed to beans sometime in the 19th century. If a horse was full of beans, it would be lively and energetic. The expression was later applied to people, meaning someone who's bursting with energy or excitement. Complete different meaning than here in the states

New Member Welcome

Tom writes: I am just in the midst of putting new rad hoses on a TD, and a supercharger together for a Mark II TD.

In 1967 I got my first MG, TB0327, which I still own (dismantled). In college, John Twist and I were partners, working on sports cars outside our dorms, and I was a happy go-fer for Bud Hand in Santa Monica, while I went to UCLA! Since then I have owned probably 50 MGs, and now have a TA, a TB, two TC's, 8 TD's (4 of them Mark II's), a TF1250 and 1500, and an Arnolt coupe.

I also have an MG parts business, MGT Repair, from which I sell highest-quality XPAG/XPEG engine parts, including brass core plugs (that actually fit), silicone rubber valve- and side-cover gaskets (that actually stop oil leaks there), ARP head- and main-studs, and superior TD/TF axle shafts. I contribute to the MG boards when I have something to say, and also have a special interest the EX176, MG's 1,466cc dry-deck racing engine used at their Bonneville run, and brilliantly by Ken Miles, among others.

Now that I am almost 77. I only allow myself to work on one car at a time, so the TCs have not been driven in a few years.

But I'll get there!

Check out his website at [MGT Repair](#).

Welcome

Tom Lange

Bar Harbor, ME 04609-7730

1948 TC 6418 XPAG 7041 Green / Tan

1949 TC 10000 XPAG 10650 (disassembled)



His TA above and of him to the left.

He says, after many years of ever-increasing respect for Steve Simmons' sound advice on the TABC forum, I have finally followed his suggestion and joined the TC Motoring Guild. Although Maine is quite a ways away, I look forward to hearing about TC doings on the other coast.

Note: personal information (address, email, phone) is not posted to prevent internet bots from mining information. It will be included in future directory updates though.

TC Birthdays (Build Dates)

June 24, 1948	TC 5835	Bruce & Marlene Larson
June 24, 1948	TC 5850	Doug Pulver
June 28, 1946	TC 1022	Terry & Karin Rogers
June 30, 1948	TC 5890	Pete & Fran Thelander
July 7, 1948	TC 5964	Bob & Judi Eicher
July 7, 1948	TC 5970	Richard & Sandra Loe
July 8, 1948	TC 5994	Warren & Deborah Kosters
July 9, 1948	TC 6447	Doug & Laura Schirripa
July 13, 1948	TC 6013	Russell Jones



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

Happy 77th & 79th Birthdays

Nice MG Photos Shared by our Members



Several photos were shared by our members at the last Zoom meeting.

Above is Steve Simmons' 1937 MG SA. He made it available to a friend's daughter's wedding at a 1892 Victorian style home. Very beautiful MG and home. Steve spent 2 weeks feverishly getting the SA ready for this.

Patrick Arnett shared this photo on the right of his grandfather's TC. (Bob Eicher). Patrick used the TC to go to his school prom last year. TC did not have a top and they spent 2 weeks installing the top (guess his prom date didn't want wind blown hair).

If anyone else has photos to share I would love to include them in future issues.



SU Carb Seals



David Edgar

I am going to focus mainly on the SU carb adjustment nut seal here but will touch on the jets seals as well. The original jet and adjustment nut seals are made of cork. They seal well, but do tend to dry up if not kept wet with fuel. They do swell back up if fuel comes into contact again but that takes a little time. Think of a kitchen sponge that dries out and becomes stiff. But it becomes pliable when water is introduced again after a short while. But that little bit of time does cause some initial fuel leakage until they swell again. The dry cork rings around the jets really don't cause problems unless jet movement tears them. The biggest culprit of fuel leakage to the ground is from the jet adjustment nut cork seal under the carbs and below the jets.

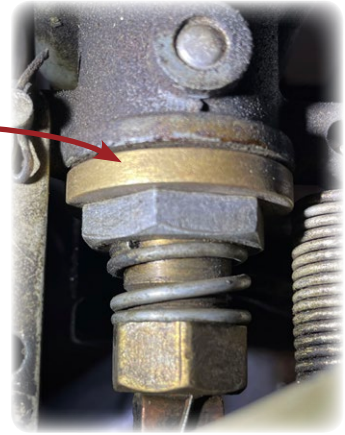
The cork eventually dries, shrinks and then leaks until they swell back up again. However if you drive your TC fairly often, then the fuel in the carbs probably don't ever completely evaporate.

So I decided to experiment to see if I could solve this drying out issue. The original cork here has a roughly triangular cross section as the sealing ring (#11) has a taper in it. From working on hydraulic cylinders, I know O-rings will conform to a space so I worked out what it would take to fill the space with an O-ring. What seemed to work out best is using two O-rings that would crush together.

You can buy black O-rings at HomeDepot but I was concerned with our ethenol fuels as well as heat from the exhaust manifold which is nearby. I decided on a Fluorosilicone material (blue in color) which seems to deal with these issues. I did find other materials too but were more expensive (especially in specific sizes). I also chose a FS70 hardness.

I also ordered smaller O-rings for the jets. I have heard of people using Teflon O-rings here but I decided to use the same Fluorosilicone to try out. It has been over a year now since I did all this and I have not had one bit of a problem.

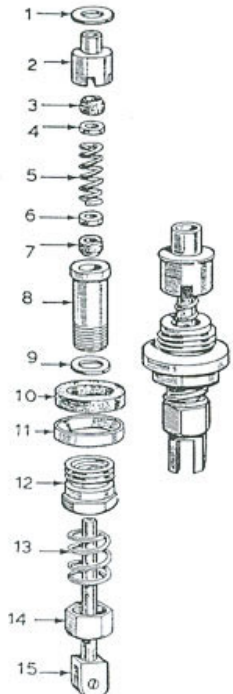
Added note - In talking to Pat Garity if you do tear down your carbs, please note the cupped washers (#4 & 6) to hold the O-rings. Originally are brass but many cheaper rebuild kits use thin stamped steel. Those are junk. Keep your original brass ones (if that is what you have) or be sure to buy a good quality rebuild kit.



Fully tightened and in place with O-rings

David Edgar

- | | |
|------------------------------|--------------------------------|
| 1 Copper washer (top half). | 9 Copper washer (bottom half). |
| 2 Jet bearing (top half). | 10 Cork sealing ring. |
| 3 Cork jet gland. | 11 Sealing ring. |
| 4 Brass jet gland. | 12 Jet locking screw. |
| 5 Jet gland spring. | 13 Locking spring-jet nut. |
| 6 Brass jet gland. | 14 Jet adjusting nut. |
| 7 Cork jet gland. | 15 Jet and jet head assembly. |
| 8 Jet bearing (bottom half). | |





Adjusting nut and sealing ring



The two O-rings added

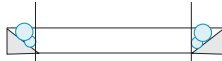


Diagram showing how the O-rings fit in the sealing ring



Whole assembly ready to fit in.



O-rings on the jet



Assembly in place before final tightening. Compare to previous page when fully tightened



A brand new cork seal (A), the two O-rings I bought (B), and pieces of an old cork seal that fell apart (C)

Thinner O-ring for sealing ring

Two 11/16" ID x 13/16" OD x 1/16" AS568-017 FS70
Fluorosilicone (FVMQ) 70 Duro O-Ring
(FS70017) 54 cents each so two is \$1.08

Thicker O-ring for sealing ring

Two 11/16" ID x 7/8" OD x 3/32" AS568-115 FS70
Fluorosilicone (FVMQ) 70 Duro O-Ring
(FS70115) \$1.04 each so two is \$2.08

Jet O-rings

Four 1/4" ID x 7/16" OD x 3/32" AS568-108 FS70
Fluorosilicone (FVMQ) 70 Duro O-Ring
(FS70108) 71 cents each so four is \$2.84

Prices are from over a year ago. I bought rings to do twice in case I ran into any issues (but numbers above is for one set of carbs). There is shipping charges unless you meet a minimum (which I met as I order items for other projects at the same time). I bought from: [The O-Ring Store](#)

May 27th - TCMG Meeting Minutes

President **Steve Simmons** called the meeting to order at 6:11p.m by smacking a Runbaken oil coil instead of the gavel. How appropriate. Patrick Arnett (Bob Eicher's grandson) and his girlfriend, Jayden, were guests. The count of who did the simulated drive to the meeting was taken and Joyce Edgar let us know the club had no mail this month.

Secretary (yours truly) was next with nothing to report. The minutes as published were approved and seconded.

Treasurer **Joyce Edgar** put up this months spread sheet for the attendees to see and reported we had 111 members. Joyce had sent the sheet to the council the day before the meeting. Curt Sorensen asked what the largest number of club members had been in the past and it was recollected that it was 118. The club is still going strong! There was discussion about the club directory which had been previously sent as an E file and that David Edgar would send hard copies to any members who requested one. Joyce asked Richard Loe, who is handling the club trademark what the status is and Richard let us know it should be finalized in about 3-4 months. This will take care of our trademark for about 10 years. Thanks Richard!

Programs

We're still looking for volunteers for this and are still doing it by committee. The evening program was presented by Bob Eicher and was about Clopper Road and its history. Thanks Bob! The next event is the club summer picnic on June 21st. The invitations will be mailed out and don't forget to RSVP. Next months program will be by Dean Caccavo about the old Paramount Ranch race track.

Events

Steve was working on a driving event for June and the annual Conclave will be on Oct. 4,5, and 6th at Fish Camp and the Holiday party on Dec.7th.

Old Business - It was reported that the engraving on our Lame Duk trophy was completed.

New Business - There was none.

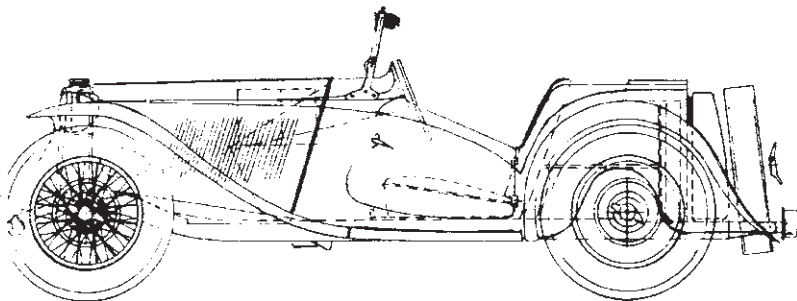
The slide show of submitted DIY drives (Spring Flowers) was presented

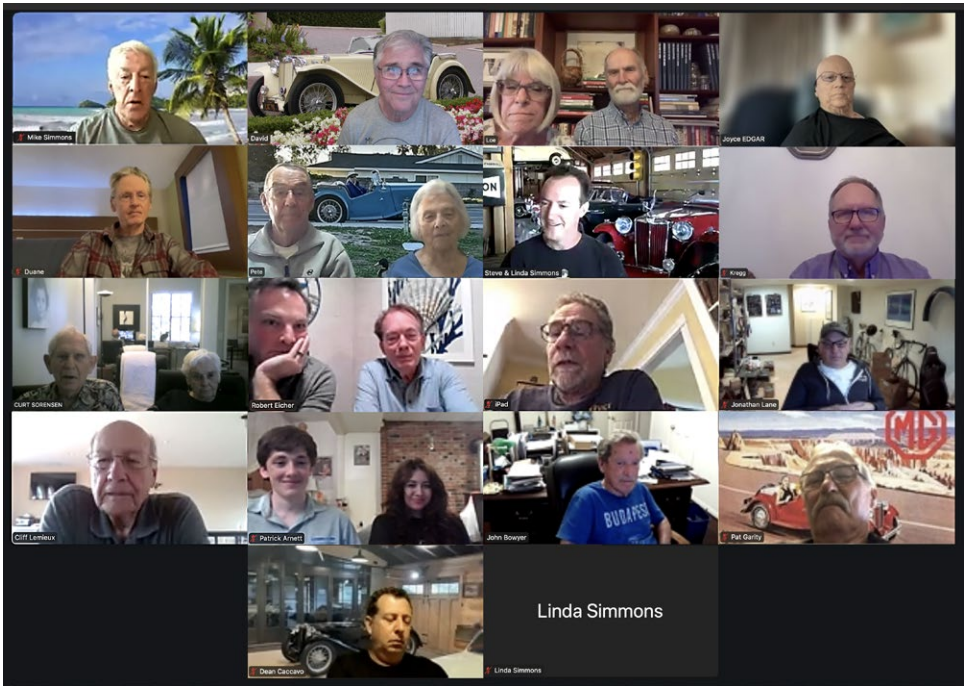
Steve ended the meeting at 6:25 pm.

Respectfully Submitted,

Rob Zucca

Rob Zucca, Secretary





Row 1: Mike Simmons, David Edgar*, Richard & Sandra Loe, Joyce Edgar

Row 2: Duane Schmidt (MD), Pete & Fran Thelander, Steve Simmon*, Kregg Hunsberger

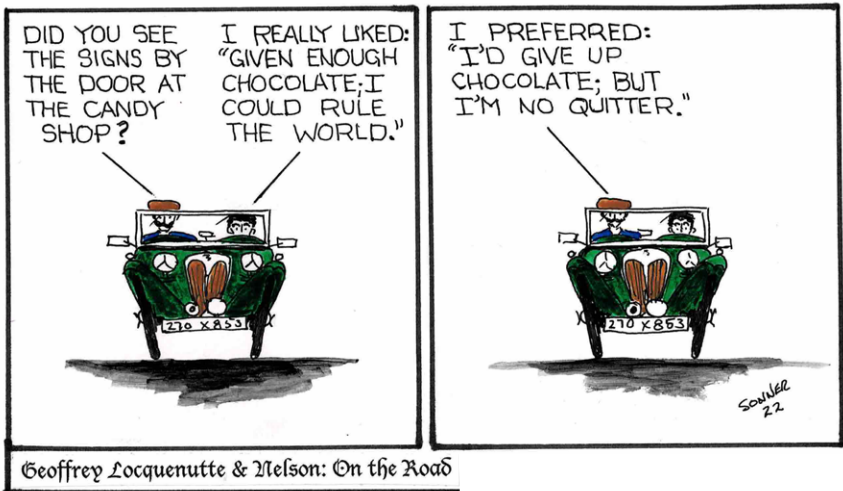
Row 3: Curt & Jan Sorensen, Bob Eicher & son Robert (FL), Rob Zucca*, Jonathan Lane (CO)

Row 4: Cliff Lemieux*, Patrick Arnett & Jadyne Enriquez (MD), John Bowyer (TX), Pat Garity

Row 6: Dean Cacavo, Linda Simmon

15 memberships, 20 members plus 3 guests in attendance

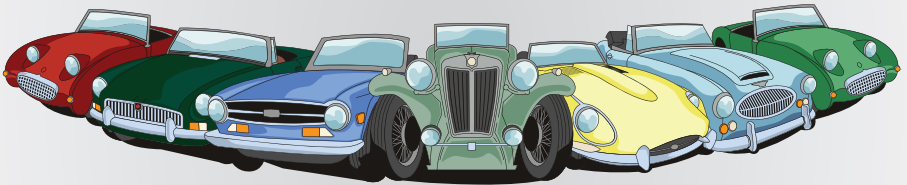
** - drove 10 miles in TC on meeting day*



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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/ 13