

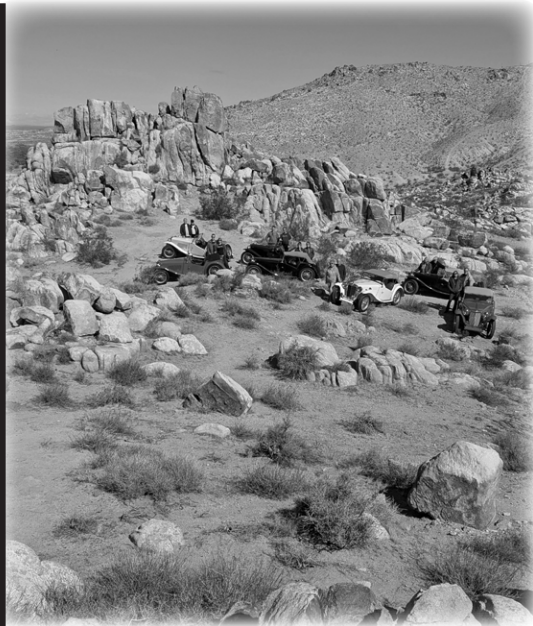


TC Motoring Guild CLASSIC CHASSIS

June 2025



1955



2025

We ran our Apple Valley 70 year recreation photo last issue but here is the official side by side view with the 1955 photo. Not as easy to recreate as you might think but amazingly close thanks to all of Steve's hard work.



Video on our recreation. Viewed 3,500 times in first seven days. Same link as listed in the Steve's article on page 3. Click on that or click on this image.



CLASSIC CHASSIS June 2025

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letters, advertisements, and
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issue should be sent to:

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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

Pres & Ex Officio	Steve Simmons
Vice Pres.	Doug Schrippa
Secretary	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

News of our recent trip to Apple Valley has been spreading around the world. The video of the event recreation averaged several hundred views per day in the first week, and we've received congratulations from all corners of the globe. If you haven't seen the video yet, check it out! For those reading the newsletter electronically, click this link: <https://youtu.be/AfcRcgTx3ZE>

We've received many thanks from the people of Apple Valley, who were as thrilled as we were to make it happen. The side by side photo shows the same spot 70 years apart, almost to the day. Things sure don't change much in the desert! I picked up a souvenir from that day, a very old rusty bolt that looks eerily similar to a TC front spring pin (although it isn't).

Our April event at the Queen's English car show was a good time, with the ex-Prowell TC (now the Harrison TC) making its first return to a club event since our 1981 Conclave. With a few borrowed parts (that's what a club is for after all) it seemed to be running well. Not content with the usual row after row of cars in straight lines, we arranged to get our own tree and attempted to make a circle of 8 TCs around it. Alas, it was not to be when three cars that planned to attend didn't make it. But it was still a great sight with a half circle achieved, and the display attracted more attention than any other with hundreds of people walking through and asking questions.

I hope you all get your cars out where they can be enjoyed by others, but especially by you from behind the wheel!

Steve Simmons

Steve Simmons
TCMG President 2025

Rusty bolt Steve picked up



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FROM THE FRAME UP

SPECIALIZING IN TABC HARD TO FIND PARTS

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Bob and Patrick Eicher will show photos and video on historic Clopper Road. Learn about how it inspired the song “Take Me Home Country Roads”, and about the old Clopper Grist Mill and other interesting locations from behind the wheel of their MG TC.



Link below is for the Zoom meeting on May 27th

zoom.us/j/87586175816

Tuesday, 
May 27th 

6:pm *

Historic Clopper Road and Mill



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

Sargent Points if you drive your TC 10 miles on May 27th.



BRITISH SLANG LESSON

Taking the Mickey

This British slang term means to mock or tease someone in a playful way. If you ask someone ‘Are you taking the mickey?’, you’re asking them if they’re fooling around. You might hear it in a British TV show or even in casual conversation—it’s all in good fun! Watching a classic British TV show will give you a good feel for how this plays out in everyday conversation. This is thought to come from cockney rhyming slang.

Photos from New Member

We welcomed Joe & Pam last month but did not have photos to share at that time. Great photos and hope you have fun with them.



Joe in TC 3790 and you can also see TC 4468 in the garage.

Joe & Pam Jones

Marietta, GA 30064

1947 TC 3790 XPAG 7793 Burgandy / Red

1948 TC 4468 XPAG 12989 Primer / Beige



Note: all personal information (address, email, phone) are not posted to prevent internet bots from mining information. New TCMG Directory will include it though.

TC Birthdays (Build Dates)

May 19, 1947	TC 2810	Duane Schmidt & Chris Daily
May 19, 1949	TC 5515	Jim & Jan Sullivan
May 27, 1984	TC 5583	Tony & Joye Inzana
June 4, 1947	TC 2903	Pete deBruyn & Cindy Evans
June 10, 1948	TC 5700	Dean & DonnaRae Caccavo
June 15, 1949	TC 8975	Steve & Linda Simmons



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

Happy 76th, 77th & 78th Birthdays

TC For Sale



1947 TC 3742 XPAG 3948
BRG / Biscuit

Mike & Pam Tooke are giving up the TC. This beautiful MGTC sits in the garage, clean and covered. It is located in Santa Paula and asking \$20,000. No other information given to post here, but questions should be directed to Eric at email below or call 805-607-5222

etviox@yahoo.com

Corrected email from what was shown last month

More photos can be seen on BAT: bringatrailer.com/listing/1947-mg-tc-22/

Histories of Some of Our TCs

Our meeting program for April was sharing histories of our TCs. Brief overviews of some photos on next three pages.



Doug Boehme inherited his TC from his brother, Don, who enjoyed racing the TC old style (packing the TC, driving to the event, camping and then racing).

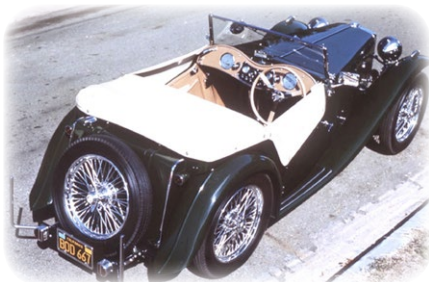


The Edgar's TC was also a weekend racer with prior owner. Appeared in a Richfield ad in the '60s. Ralph Enberg bought it in 1957 for \$1100 and sold it to David in 1967 for \$900

PERFORMANCE IS THE TRUE TEST!

A man doesn't have to full-throttle past the checkered flag to feel the excitement of action in his driving. He doesn't have to hit Grand Prix winner to know that performance is the true test. Especially when choosing a gasoline. The best gasoline gives the best performance. It's as simple as that.

RICHFIELD
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Allan Chalmers bought his TC in 1958 as a mess. In 1964 it took a second at Pebble Beach.





Rob Zucca bought Ron Simon's TC which had been raced, rebuilt several times plus taken to England for a TCMG GRAB (Grand Rallye Around Britain)



GRAB tour photo next to MG Factory photo from the 30's

Five Ts currently owned by Richard & Sandra Loe



1948 TC 5970 purchased from neighbor, Howard Everly, in 1990.

1936 TA 0625. Ken Palmer bought it from his sister in 1986 as a total basket case as a retirement project. Ken retired in 2007 and finished it in 2017 finishes it. But Ken decided it was way to primitive for his liking so sold it to the Loes.



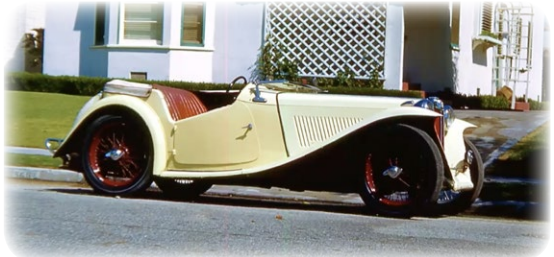
1947 TC 2735 was purchased from Jim Shade (who helped found the TABC List) in 2014.



1948 TC 6802 was a former ARR TC

1948 TC 6885 Previously owned by Jay Reichwein Changed hands several times in 2011 and Loes bought it a couple years later. Has been off the road since 1961.

1949-50		1951-52		1953-54		1955-56		1957-58		1959-60	
1. Sales Tax	\$1,100.00	2. Title	\$100.00	3. License	\$100.00	4. Dealer's Fee	\$100.00	5. Other	\$100.00	6. Total	\$1,500.00
<p>The undersigned hereby certifies that the above is a true and correct statement of the taxes and fees paid on the sale of the motor vehicle described herein, and that the same have been paid to the proper authorities.</p> <p>Signature: _____ Date: _____</p>											



Kregg Hunsberger traces his TC to when his dad purchased it from Universal Motors in 1949. Story is Phil Hill had driven it in races prior. Photo above is probably how it looked when purchased for \$1550.

Not long after buying it, a Ford flathead replaced the original engine and went racing again (flipping on its side once as shown here)



Kregg's dad was the commissioner for the Northrop Sports Car Club. Kregg in the back of the TC as a kid during a Conejo Valley parade (mother driving). And a photo of Kregg and his mother at a show in 1987.



Steve & Linda's TC is a Home market model. First registered in Lancashire on 1 July 1949. Purchased in England in 1970 by Jack Benson from New York, who shipped the car to the US at a later date. He

moved to Colorado and had the car restored by a shop there in the late 1980s / early 90s. The car was given his son Michael Benson of Hollywood, CA in 1995. Steve & Linda Simmons purchased it

on May 1, 2005. Original British plate KTF 791 still with car. Original color was Sequoia Cream with Green interior.

Line in the register's log book showing first registered July 1, 1949

Line in the register's log book showing first registered July 1, 1949

Two photos showing TC in Hollywood where Steve & Linda bought it.





TC 9662

John Bowyer was having issues sharing the history of his five TCs but did show a few. Cream TC above is TC 7474 (his first TC) which he bought near San Francisco.

He tends to buy projects now and as a result ends up mixing the parts to make complete TCs. Lone frame to the right was to go with a different TC but he got a pink slip with it so decided it will be another complete TC now.

The five TCs would be a program in itself so once photo sharing on Zoom goes better, maybe we will schedule that.



TC 6829

Not shown at last meeting as he had not even bought it yet, but Duane Schmidt just aquired this 1947 TC. Includes cycle fenders not mounted yet and has not been run in seven years. Working now to get it going. Hope to hear good news about getting it going at our next meeting.



TC Rear Axle Bushings

When one of our TCMG members broke a rear axle last year, I decided I did not want to suffer the same fate. I knew the original leaky rear axles and hubs in my TC needed help. Like most projects on my MGs I do a little research on the web. Phil Marino axle design, after the machinist that improved on the factory method of pressing the splines of the axle into the hub, seems to be the way to go now and several machinists now supply the tapered axles.

The TC I owned in high school had so much wear in the splines of the axle and hubs the previous owner crammed feminine hygiene products in the hubs to soak up the escaping gear oil! The new design that have replaced the original axle design uses a keyed taper that incorporates a threaded end to secure the hub.

After competing my research with Doug Pelton's YouTube video about installing modern sealed bearings I acquired the additional parts. Over 40 years ago I had a small repair shop that did British sports cars. Back then leaky TCs rear axles got new oil return bushings, the trick new hub nuts with seals didn't exist back then. So I decided to be extra careful and install new oil return bushings in my car. After all I did it 40 years ago. My advice? Don't do it. Let the modern seals do their job.

So the problem is removing and replacing the bushings with the axle housing in place. My internet research explained how to remove the bushings with the axle housing stripped and on the bench. First I employed my trusty slide hammer to pull the old bushings out. No luck! So I used a hack saw blade to saw and split the old bushings. Being careful not to saw into the axle housing. Oh well, a little JB Weld to fill the new groove.

The installation of the new bushings wasn't too hard. A piece of 2x4 and

a hammer let me install the expensive hunk of brass. But oh no! Now the axle didn't fit and I discovered that the new seal race fouls the end of the bushings. I needed to drive the bushings a couple millimeters deeper than the end of the axle. A deep socket of the right diameter and hammer gave me the correct depth. But how to fix the inside of my new bushings.

Easy, I just needed a reamer of the correct diameter. I used my bearing scraper and some machinist blueing to spot the high spots. But it quickly became evident this would take many hours. Then it occurred to me I could use the splines to act as a reamer. But a full size axle was very ungainly. So I sat and scratched my head.

continued on next page



Pat Garity



April 22nd - TCMG Meeting Minutes

TCMG President Steve Simmons gaveled the meeting to order at 6:06 PM. Mike Simmons was the Zoom Wizard for this month's meeting. Steve welcomed new member Doug Boehme to the club and meeting who inherited his TC from his brother. Also welcomed new member Tony Inzana who's owned his TC since 1973. Steve checked on club mail and Joyce Edgar reported there was none.

Secretary's report was up next and I had nothing new to report, but asked that the March minutes be accepted as published. It was seconded and approved.

Treasurer Joyce Edgar let us know expenses were paid and had received some payments. The financial spread sheet was then shown to the club. Joyce had sent the report to the council prior to the meeting.

Steve asked about a glitch downloading the new club register on line and some discussion followed regarding how to download without exposing personal information to web bots. It was agreed that hard copies can be mailed to those who want them.

Programs. The club is still organizing our monthly programs by committee as there is no volunteer chair. Volunteer! The May zoom meeting will have a program by Bob Eicher about Clopper Road. The June meeting will be in person

Summer Picnic at the Simmons home on June 21st. In July Dean Caccavo will be doing a program on the legendary Paramount race track.

Events. Steve gave a recap on the March Apple Valley event describing the process and that the video would be available soon and showed us some images. There were also images shown at the Queens English show that we attended. (Since completed and on YouTube with over 3500 views to date. Way to go Steve and TCMG!) Our yearly Conclave was discussed and dates in early October were discussed. This year will be in the mountains in the Yosemite area. Steve also explained what our conclave was to the new members present.

Old business. It was reported that the Lame Duck trophy has been engraved and delivered to this year's winner. Congratulations again Linda Simmons!

New business. There was none

Steve concluded the meeting at 6:54 and we moved into the evenings program about our cars early history.

Respectfully Submitted,

Rob Zucca

Rob Zucca, Secretary

TC Rear Axle Bushings

continued from previous page

I couldn't imagine the cost of the correct size reamer. Then it came to me - make one out of the rusty old axle in my scrap pile. I grabbed my cut off saw and cut off a six inch piece of an old stock axle. Then I cut a square end on the blunt end so I could use a socket and a T handle. I then ground a taper on my new reamer. A little grease to hold the brass shavings. It worked like magic! The axles fit nicely.

Ed. Note - I agree with Pat that if you have the modern seals, you really don't need the bushings. And Bill Traill adds that as rear bearings wear and the axles rub on the bushings, it can cause forces that lead to metal fatigue as well.



Row 1: Curt & Jan Sorensen, David Edgar*, Mike Simmons, John Bowyer (TX)

Row 2: Tony & Joye Inzana, Richard & Sandra Loe, Dean Caccavo*, Richard Fritz (CO)

Row 3: Jonathan Lane (CO), Steve & Linda Simmons, Kregg Hunsberger, Pete & Fran Thelander

Row 4: Allan Chalmers, Doug & Rayna Boehme, Rob Zucca*, Cliff Lemieux,

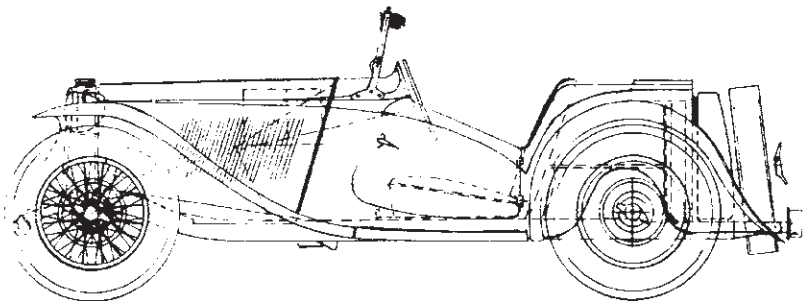
Row 5: Bryan Kemper (BC), Duane Schmidt (MD), Karen Olson, Doug Schirripa (PA)

Row 6: Joyce Edgar, Greg Hoeft (AZ), Joel Taylor (NV)

Underlined members = new TCMG member & first time ever zoom

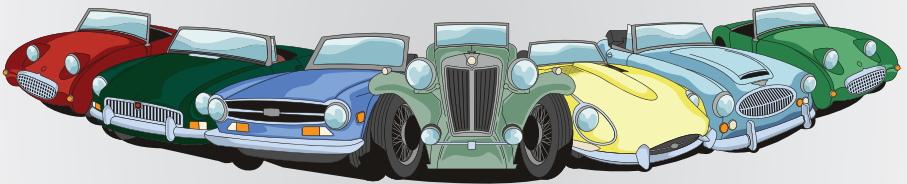
22 memberships & 29 members in attendance

* - drove 10 miles in TC on meeting day





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Club Regalia

TCMG Car Badge	\$25 (\$30 if mailed) members only
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TCMG Lapel Pin	\$3 (\$5 if mailed)
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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

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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

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- Unstructured vintage-style cap folds easily to store in your back pocket
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- 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/