



# TC Motoring Guild CLASSIC CHASSIS

August 2024



Happy 70th Birthday to the TCMG. On June 22, we celebrated the birthday of the beginning of TCMG (actual date was June 19th). We had seven TCs there to celebrate, plus a few other MG models as well, which brought 31 attendees.

Thank you to Steve & Linda who tirelessly worked to create the perfect atmosphere. Linda who made sure food, drink and surroundings were over the top, and to Steve who created a magnificent display of our TCMG archives so we could all view highlights from the past 70 years.





## CLASSIC CHASSIS August 2024

Published in  
Southern California by the  
TC Motoring Guild  
1454 Chase Terrace  
El Cajon, CA 92020  
[www.tcmotoringguild.org](http://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](mailto:djedgar1970@gmail.com)

**LUCAS CLASSIC  
TIRES**  
Lester, Firestone, Denman, Lucas.  
Custom Classic, Goodyear, Dunlop & more.  
*We can save you money!*  
[www.LucasClassicTires.com](http://www.LucasClassicTires.com)  
MasterCard **Lucas** VISA  
2850 Temple Ave., Long Beach, CA 90806  
**800-952-4333**



**GoF West 2024  
Folsom, California  
October 14-18  
[GoFWestInc.org](http://GoFWestInc.org)**



## *TCMG Officers and Chairs for 2024*

Pres & Ex Officio	Rob Zucca
Vice Pres.	Steve Simmons
Secretary	Sandra Loe
Treas/Memb	Joyce Edgar
Director	Malcolm Buckeridge
Director	Michael Hughes
Director	Mike Simmons
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](mailto:tcmg@tcmotoringguild.org)  
and we will forward
3. Use Contact Us on our TCMG  
website: [tcmotoringguild.org](http://tcmotoringguild.org)

# Rob's Ramblings



Here it is almost August. Last month we celebrated the 70th birthday of the club with a great picnic, wonderful hosts (thank you Steve and Linda Simmons!) and a great club history exhibit. It was so popular it was held over another week and members made the trek to see it before it went back into the archive. If you haven't had the chance to see the great video Steve produced, check it out. You won't be disappointed.

On another note, I was reminded today how lucky we are to have so much information at our fingertips these days. Not just our fantastic vendors

supplying parts for our cars, but some great on line forums too! My first MG in the early 70s was a total mystery to me. Oil in the carburetors? Weird shock absorbers? What's the crank for? I'd take it to Mike Goodman for repairs. He seemed to have cracked the code. Now, thanks to the internet those weird carbs are no longer a mystery, The shock..... err.... Dampers can be sent off for rebuild, and that crank is wonderful for adjusting Tappets. Almost any question we may have is usually answered within hours. Sometimes minutes. My favorites are the TABC board and the MG Experience. We should all help support these information gems!

Keep 'em on the road!

*Rob Zucca*

TCMG President 2024

TABC link: [mg-tabc.org](http://mg-tabc.org)

MG Experience link: [mgexp.com](http://mgexp.com)

## Original British Car Day Award Winner



Bob Eicher and grandson Patrick Arnett worked the registration booth at the Original British Car Day in Lily Pons, MD, on June 2. They also entered their TC and it won first place (popular vote) for their class. The presenter of awards

made a very nice comment about Patrick's interest in the car and how important it is that we foster such interest in the youth of today.

Patrick (above) drove the TC to the show and helps maintain it. Congratulations!!!!

480-588-8185 [www.FromTheFrameUp.com](http://www.FromTheFrameUp.com)



# *FROM THE FRAME UP*

*SPECIALIZING IN TABC HARD TO FIND PARTS*

 RESTORATION

 PARTS

 SERVICE





Saturday,  
July 23rd

6:00pm\*

## Member's Favorite TC Photo and Story

Our evening's program will feature members' favorite TC photos. Members are encouraged to send in their favorite photo for inclusion in a slide show, and be prepared to explain the story behind it. Have one from a big tour? A race weekend? Working on the TC with the grand kids? We want to hear about it!

To ensure we have time for everyone, each member will get time to tell about ONE story or situation. Please limit the total number of your photos to save time.

In order to have the meeting flow smoothly we request you send photos to Joyce at [djedgar1970@gmail.com](mailto:djedgar1970@gmail.com) Please send by July 22nd. You are welcome to write something up to go with the photo (TC at Yellowstone National Park in 2020) for a title. You can then explain the significance of that photos and why you chose it during the Zoom Meeting. Depending on how many we get, we may have to set a story time limit to make sure everyone is included.

*Link below is for the Zoom  
meeting on July 23rd*  
[zoom.us/j/81620788412](https://zoom.us/j/81620788412)

\* 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.



*I wish Bill Shedenhelm was still around to share his story on this photo. He was a TCMG member many years ago and was stationed in Venezuela. I wonder how many of those kids went on to own a TC or at least an MG because of this.*

*(Photo found in our archives)*

# June 22nd - TCMG Meeting Minutes

The TC Motoring Guild met Saturday, June 22, 2024 at the home of **Steve & Linda Simmons** in Thousand Oaks, CA.

This was a bring your own picnic gathering with a special exhibit of historical items and photos on display.

**President Rob Zucca** called the meeting to order at 5:55 pm

We had 19 memberships and 31 persons attending. Seven members had TC's at the meeting, Buckeridge's & Edgar's each drove their TC over 100 miles to attend. Others in a TC were Cliff & Jill Lemieux, David Mathison, Mike & Sherri Simmons, Steve & Linda Simmons and Rob Zucca. Others driving MG's were Garret Hanes (TD), Daniel Harrison & Myah Lunceford (MGA). David Reid & Terry Schuller came in their Jaguar. Dean Caccavo didn't come in a British car but does deserve a "shout out" for coming from Northern California, over 400 miles to attend. Other attendees: Mel Appell, Esther & Eric Belland, Gorden Bundy & June Wennekamp, Larry & Kay Einhorn, Kregg Hunsberger, Gene Olson & Patty Salehpour, Bobbie Simon and Bob & Kelly Wilmer.

Minutes from the May meeting were approved as printed and published in the July Classic Chassis.

**Joyce Edgar** reported on the Mail, saying TCMG received a Thank You from GoF West 2024 for our \$200 donation. That J.C. Taylor (now NSM Insurance Services) decided to continue the Classic Chassis advertisement and sent the \$125.00. That we received a thank you from Mark & Carol Beveridge for services from the club including how the ad for their TC led indirectly to it's sale.

Joyce handed Steve Simmons a copy of the current Financial/Membership report for posting and offered a PDF copy to any member that requests one. We had two new memberships:

- **Dennis & Jane MARKWICH** from Emmaus, PA with TC8085
- **Russell JONES** from Vancouver, WA with TC1603 (he purchased from Beveridge's)

Joyce reported that BofA has a fraud investigation going on for misuse of our debit card. She reported a fraudulent transaction 6/20/24.

All that was accomplished in under 10 minutes and President Rob led the closure of the official meeting by acclamation.

**Steve** then brought out the "game". A bit of club trivia asking how many individuals have served as club president in the 70-year history. Mel Appell and Dave Reid were tied but Dave survived the next challenge and won the prize. But then everyone WON the actual prize as party hostess with the mostest Linda not only set up the picnic area in their beautifully landscaped yard with tables and chairs, but had multiple options of drinks at the "drink station" and then she opened the dining room up with doors on two sides to the patio for everyone to access a heavily laden dining room table with multiple kinds of deserts. The center piece being a birthday cake for the club's 70 years with a photo of an early TCMG event featured.

*Joyce Edgar*

These minutes of the meeting are respectfully submitted in Secretary Sandra Loe's absence by Joyce Edgar

---

**Of Note:** the TCMG Executive Council discussed retention needs for financial & membership records on June 27, 2004.

Six members voted in favor of purging unneeded paper records and establishing an electronic record. One board member did not vote on the issue. Anyone with questions on this can contact Joyce Edgar for details.

# June 22nd 70th Birthday Picnic

Photos by Steve Simmons



**More Photos on pages 8 & 9**



# More Birthday/ Picnic Photos

Wonder about the details on some of our archives? Let Steve explain it to you in a YouTube video: [youtube.com/watch?v=-uf1LQyplys](https://www.youtube.com/watch?v=-uf1LQyplys)







*Picnic/archive/meeting photos mostly by Steve Simmons and a few from David Edgar*



← *Steve & Linda kept the archive display up an extra week and a few members who could not make it to the picnic, were able to view it later.* 9

## Queens of the Club

Has it really been nine months since the last Historian's Report? It feels like just yesterday when I was writing about the club being saved from an early demise by one Ms. Terry Mason. As you may recall from that article, the club lost its president in early 1956 and the lack of leadership caused it to falter. Ms. Mason single handedly took the reins, and over the Summer months rescued the club from near death by organizing meetings and events. The enthusiasm garnered was sufficient to keep things going until a new council could be elected for 1957.

You could say that Terry was the club's first female president because she was performing the duties of that office for a time, but since she was never actually elected as such it may be more accurate to say she was the acting president for the remainder of the year. Ron Simon and others joined the effort, and it appears the club was run primarily by committee for those few months.

It wasn't until 2019, 63 years later, that Sandra Loe became the club's first official female president. We all felt the history being made as she opened her first meeting, but she wasn't the first woman to hammer the TCMG gavel. That honor goes to our Vice President from 1995, Bobbie Simon. Rather than paraphrase others, I will leave the explanation of Bobbie's one-night reign to the late Stan Belland who wrote about it in the 1995 Summer edition of *The Classic Chassis*. (see image of article on the following page)

Preceding Bobbie, but after Terry, was another notable female personality in the club. It was 1980 when we elected our first female Vice President, Jean McKarney. On page 12, we see her introduction in the January 1980 newsletter.

Esther Belland also served as Vice President in 1996, and Kay Einhorn in 2000. Several other women have served on our council as well, in fact too many to list

here for fear I would run out of room or worse, miss someone.

Many have supported the club in other ways, like Yvonne Schnaer who as a talented artist drew our very first logo, still used (with some changes) to this day. She also drew many of the beautiful covers for our rallye booklets back in the 50's and 60's. There was the TCMG cookbook by Mary-Lou Jackson, and if I may be a tad biased for just a moment, my own better half Linda Simmons whose delicious delectables literally doubled our average meeting attendance during my first run as President. Yes, there was even bruschetta and caviar one time!

Current as of this writing is Joyce Edgar who has served as our Treasurer for an unprecedented 22 years, and it's this kind of dedication that has kept our club alive and well all these years.

There are surely many more "notable women" from our past that a relative newcomer like myself, having only been in the club a meager 19 years, is unaware of. If some of you TCMG veterans know of others, let me know about them and I will include them in these articles.

---

For those of you that missed them, or would like to read again, Steve's first three historian reports were in our July, August and September 2023 newsletters and they can be found on our club website newsletter page.

[tcmotoringguild.org/newsletter](http://tcmotoringguild.org/newsletter)



Steve Simmons  
Historian



## The TC MOTORING GUILD

### Minutes

March 28, 1995

This night, here in beautiful downtown Montrose, history was made. For in the absence of our esteemed shepherd, Stanton P, Esq., we had a TC Motoring Guild meeting conducted by a female board member for the very first time. For a historic organization with a rich and lengthy past, it is certainly a shame that it has taken this long for the membership to see first hand how capable our lady members are when offered the opportunity to occupy positions of leadership. But, alas, such has not heretofore been the case. Tonight, however, March 28, 1995, due to the absence of our President, Vice-President Bobbie Simon was in charge. Stanton P., despite a reputation as an exemplary planner, did not make this presidential substitution an easy one for Lady Bobbie. There was no Motoring Guild banner, there was no agenda, there was not even a gavel for our adventurous lady leader. But Bobbie was up to the challenge. Sensing that this was to be like school days of the past when a substitute teacher came to class, Lady Bobbie allowed the almost thirty assembled soles to enjoy the camaraderie of the moment, knowing full well that a meeting without structure was on the mind of all her devoted members this night. Finally, after some 15 extra minutes of TC networking, Lady Bobbie went to the podium and searched for a gavel to announce the commencement of the meeting. But, as she quickly discovered, Prexy Stanton P. had left our surrogate leader naked to the task at hand. She not only had no banner of club identity, she also did not have the tool of effective meeting control, the gavel of Presidential authority. Not one to be deterred, however, Lady Bobbie ran to the toy box of Phabulous Phil Moreno and found a quite suitable aluminum hub hammer that was a quite adequate substitute for Stanton P's tool of control. And with a thud as if from the heavens above, the TC Motoring Guild was called to order for the first time by a descendant of Garden of Eden's Eve.

VICE PRESIDENT: JEAN MCKARNEY

A first in the TCMG--we now have a Vice President from the fairer sex. The distaff side of the McKarney family has given moral support to husband Bob in his past responsibilities as Secretary-Treasurer of the TCMG and is now ready to accept this new responsibility heretofore assumed by the male members of our organization. She is well qualified for the job, having spent many hours the past several years in neighborhood homeowner groups, Girl Scouting, PTA, Chamber of Commerce, etc., in leadership positions. Now we can expect Bob to lend his moral support to Jean.

She and Bob have been members for about four years and became interested through Clarence and Barbara Weiss.



## *An Early TC Motoring Guild Outing*

One of the club's early group outings, held on an unknown date in 1955. Pictured (from left to right) in the front row are the TC's of George Krull and Bill Stone. Second row is Dwane Carlson and Gary Mechsner. Third row is Terry Mason (who is mentioned in the historian's Queens of the Club article)



# Restoring TC Dampers



**Bryan Kemper**

Servicing the dampers on a TC makes a good off season project which takes about a week and does not disrupt the car too much. I suggest ordering your seal and gaskets, before you start; these come as complete kits from the usual suppliers.

The Girling dampers found on the TC are robust units and can be serviced to provide years of useful service. Their one weakness is that the rubber seal on the main shaft rot out and leak fluid. And after 75 years the internal ports may need cleaning to provide even dampening. The good news is, if your damper arms move, the dampers can be brought back to life with a bit of work and ingenuity.

This article deals with rebuilding the dampers, a second one will cover replacing the rubber bushing on the arms and linkage.

Here are the steps I took to rebuild my dampers.

1. Remove the damper and its linkage from the frame and the spring plate
2. Clean as required, remove the top cap with its filler plug; carefully mark the position of the arm relative to the body, and the position of the internal paddle to the body- see detail below.
3. Drill out the 1" frost plug on the back of the unit.
4. Press out the shaft and remove the end caps and the internal piston.
5. Clean the body inside and out and remove the old seal.
6. Service the piston, cleaning the orifices carefully.
7. Sand blast the bodies and prime.
8. Press in the new seal which is a Federal Mogul # 340413 with an OD of 1.314".
9. Carefully align the reference marks in the body and shaft and those on the paddle and internal body, and press the shaft back into the body.

10. Replace the end caps, frost plug and the top cover.
11. Spray the unit black and refill the reservoir with compressor oil, about 20 weight.

## Cleaning and Reference Marks

A simple wash in your solvent tank should get rid of most of the grim. It's very important to place reference marks on the body and the shaft and the body and the internal paddle so you can reassemble to unit properly.

If you do not plan to remove the end caps and clean the piston, you can omit the reference marks inside the body. The following photo shows the reference marks. Remember the front and rear damper bodies are identical, so select reference marks which will allow you to differentiate between the bodies and their respective arms and paddles. In the photos I have used black felt marker which I do not recommend. I was following a poor set of instructions when I did mine and had to redo the marks after I had primed the bodies. Punch marks would be a better solution.

Keep in mind as you go through this that the front and rear dampers pair are mirror images, not identical pairs. The front dampers use the straight arms and the rears have the kink at the end of the arm.

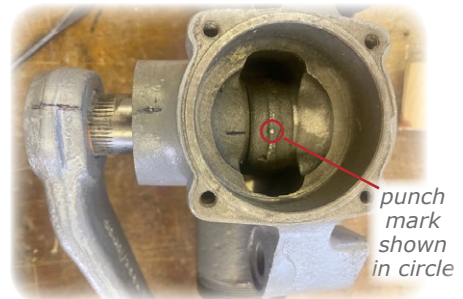


Figure 1: Note the reference marks on the shaft arm and body, and also inside on the body and the paddle (punch mark).

## Disassembly

Now you can drill out the frost plug on the back of the body- 1/4" drill works well, weaken the plug and pry it out. Raise the body on a couple of blocks of wood and press out the shaft.



*Support the body and press out the shaft.*

Unscrew the end caps and push the piston out. You can remove the retainer from each end of the piston to clean out the orifices. Use a solvent like lacquer thinner and blow out the unit, replace the retainer bars.



*Views of the end of the piston showing the orifices which control the flow of oil through the piston body.*

## Final Cleaning

I like to sand blast the body and arms then prime them with a 2 part epoxy primer. I protect the internal workings of the body by replacing the end caps, the top cap and adding wooden plugs to the shaft openings.



The next photo shows the working assembly- the piston and the paddle which is splined to the shaft which moves it from side to side to achieve the dampening action.



## Reassembly

Now you can install the new seals, but you may want to check your shock arm to piston travel first (see below). Use a socket with an outer diameter close to that of the seal and carefully press the new seal into the recess with the lip facing toward the inner part of the body. The new seals are only half the thickness of the old rubber seal, so you can use two seals in each body



if you want to be overly cautious. Note the inner seal is lubed by the shock fluid, but the outer seal can be lightly greased. If left dry it will wear down.

If you do not have appropriate reference marks on your parts, or perhaps if you have dampers from another car or you are building a modified cafe racer, here is some general guidance. The front dampers seem to have the motion equally balanced between the up and down stroke of the arm. Therefore if you assemble the unit with

the arm horizontal in the mid position and the piston in the center of it travel, you will likely be fine. There is a dot on the top of the paddle to indicate the central position.

This is not the case for the rear dampers. Because these dampers are mounted laterally the arm can strike the frame on its downward stroke. You must compensate for this when you reassemble the dampers by off setting the piston to limit the downward travel. If you are concerned about your reference marks, you can check this with the end caps off and the shaft only lightly engaged in the paddle. Bolt your rear damper in place and test the travel-adjust to prevent the arm from striking the frame by slightly changing the engagement of the shaft in the paddle splines. Once you are satisfied you have clearance, mark your position and reassemble.

Once you are sure the shock arm and piston travel alignments are correct, the shaft can be pressed fully back into the body of the damper.

At this point you can add the end caps with a bit of gasket sealant on the threads, add the 1" frost plugs with it's gasket and a bit of gasket maker to the back, and finally reinstall the top plate and filler cap.

Spray the assembled unit with a good black epoxy paint.



Mount the damper on a plate installed in a vice and fill the reservoir; this can be challenging, here I'm using the pump for my boat leg unit which fortunately just happens to fit. You'll have to move the arm up and down as you fill to remove all the air for the chambers. At this point you will really begin to feel the dampening action as the air is displaced. Compressor oil is used because it has an anti-foaming agent.

All that remains to be done is to install the rubber bushings to the arms and the linkages. That's a tricky job that I'll cover in another article.

*Bryan Kemper*

## ***TC Birthdays (Build Dates)***

July 15, 1948	TC 6067	Paul & Elizabeth Schmidt
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 11, 1949	TC 9362	John & Georgia Bowyer



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

## Welcome to our Newest TCMG Member

Welcome

**Robert & Susann Costello**

West Dundee, IL

1949 TC 7556 XPAG 8242 Black / Tan

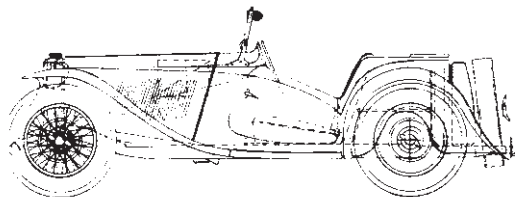
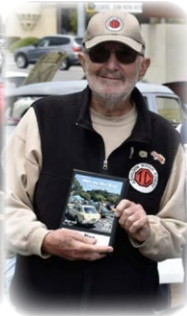


*Robert drove an MGB in high school, but always wanted a TC. Glad he finally got one (actually it was a Father's Day gift from Susann last year). Equipped with Alfin drums, chrome wire wheels, Blockley tires, Brooklands wind wings, electronic fuel pump and stainless exhaust.*

## MGs By the Bay Car Show

This annual show is put on by the MG Owners Club of Northern California. Allan Chalmers and Rick Storms showed their '37 TA and TC respectively. The show this year was held June 8th

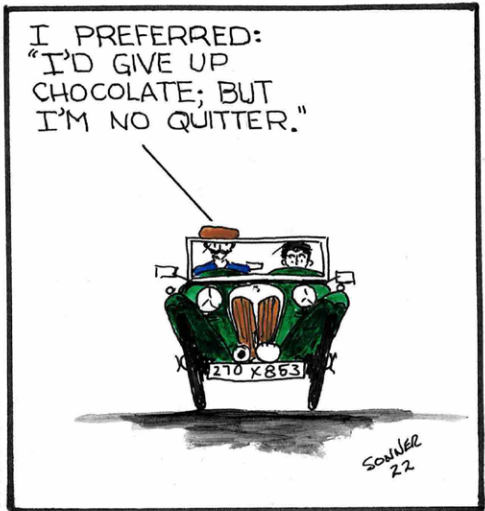
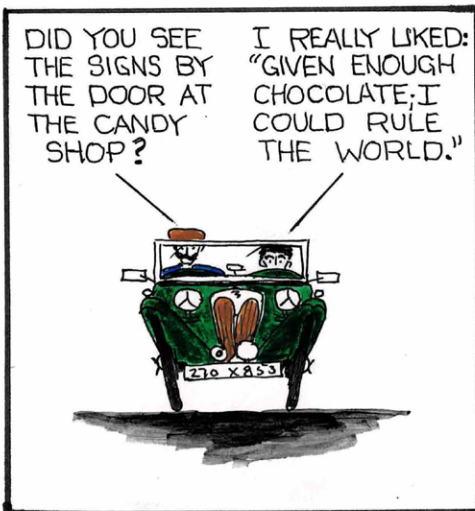
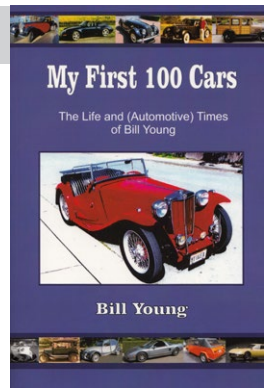
Allan came home with 1st Class awards for Premier as well as the CYMLTTH (Car You'd Most Like To Take Home).





## My First 100 Cars

Bill Young wrote a book on the first 100 cars he has owned. He said the book has sold out but is sharing the stories of each of his four TCs to print in our newsletter as we have room. The story of his 1st TC (the ninth car he bought) is on the next page of this issue and we will print the stories of the others later as space permits. Note that he actually has bought more than 100, cars but the book is only about the first 100.



Geoffrey Locquenutte & Nelson: On the Road

## 1948 MGTC For Sale

1948 TC 6439 XPAG 4395  
Cream / Red

Selling due to Ron's health (would love to keep it, but just being realistic).

818-523-3788 (Diane's cell) Call or text

Unconfirmed but this may have a 1500cc conversion. Clutch chatters (been that way for years). Side mirrors are from a TD. Some misalignment of windscreen to top bow.



## My First 100 Cars - The Ninth



### 1948 MG TC (as found in a garage)

The MG TC started the sports car craze in America. While this is true, it is a misconception to say that the MG TC's success was only a post war happening in America. TCs were very popular road racing machines prior to World War II. MG meant "Sports Car" to the world since the early 1930s. MG firmly established the idea that driving was something to be enjoyed and not just endured.

The American sports car craze was started with the experience of more than one million GIs who helped defend England in WWII. The TC was new and totally different. It weighed only 1800 pounds and had only 55 horsepower. While over 10,000 MG TCs were build from 1945-1949, only 2001 were legally imported to the United States into New York Harbor.

The following was written by Peter Egan, the noted automotive journalist for "Road and Track" magazine in December 1989.

"A person walks down the street, sees an MG TC, is struck by the absolute "rightness" of the design. This person is utterly unable to go on with the business of life until he (or she) buys one. It happened to Phil Hill, the famous race car driver. He was a mechanic at a Packard dealership in Los Angeles, California. One day, he spotted a new MGTC parked in front of a restaurant and waited to talk to the owner. He never went back to the Packard dealership. The next day he went to the MG dealer (International Motors) and got a job as a mechanic — and bought a new MG TC. Denise McCluggage, a famous automotive journalist and race car driver was walking down the street in San Francisco and passed the Kjell Qvales MG dealership in

late 1948. She spotted a new MG TC on the showroom floor and "had to have it". She bought it on the spot. This 'gotta have one' also happened to singer Mel Torme, Buddy Rich and countless others."



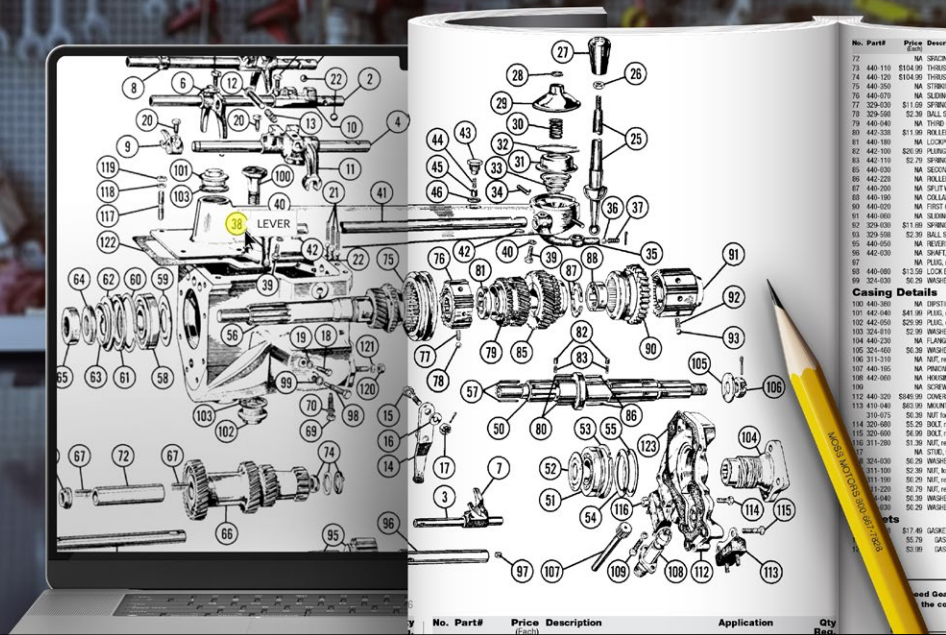
Bill Young

This immediate falling in love has been called "sudden conversion" and it happened to me. I was about 14 or 15 when I saw my first MG TC. It was at the Huntington Library in San Marino, California — next to Pasadena. Across from the main entrance to the Huntington Library was a beautiful home that was used to film the popular "Bob Cummings" T.V. show. I had bicycled from my house to watch the film crew. However, in the parking lot of the Huntington Library was this absolutely stunning Black TC. I just stood there and stared at it for a long time. I learned later that this was the famous "Square TC" owned by Frank Mason. Years later I became good friends with Bobbie'dine Rodda - a well-known automotive journalist and photographer. Frank Mason was her father.

The MG TC was introduced in late 1945 as a 1946 model. It was primarily based on the pre-war MG TB. It would travel 0-60 in 22 seconds on its 19" wheels.

My first MG TC (I've had 4) belonged to my brother's father-in-law. It had been sitting sideways in the back of the garage of his Balboa Island (Newport Beach) home. It probably hadn't run in 10-15 years. It had "cut down" 16" wheels, wrong taillights, ratty upholstery and no top or side curtains. But I loved it. I think I paid \$350 (this was 1963). We towed the car to Mike Goodman (a well-known MG mechanic) to help sort the car out. Several hundred dollars later, the car was better, but not very good. I sold the car to a member of the TC Motoring Guild — the local TC Club. I have been a member of the club for over 50 years now and have had one TC or another for most of that time.

# Old School Meets *Future Cool.*



Moss catalogs, with exploded view schematics, were created to make life easier for British car owners. And when you shop with us online you'll find the same schematics. It took a bit of programming to be able to click the part you want to buy, but that old school touch is here to stay. *Give it a try at MossMotors.com.*



**Shop at MossMotors.com**

— and you can request a free catalog, too!

Specialty Automotive Parts Since 1948 • MossMotors.com • 800-667-7872



## BRITISH SLANG LESSON

**Smashing** = Great, Excellent or Wonderful

**Smasher** = Someone who is very attractive

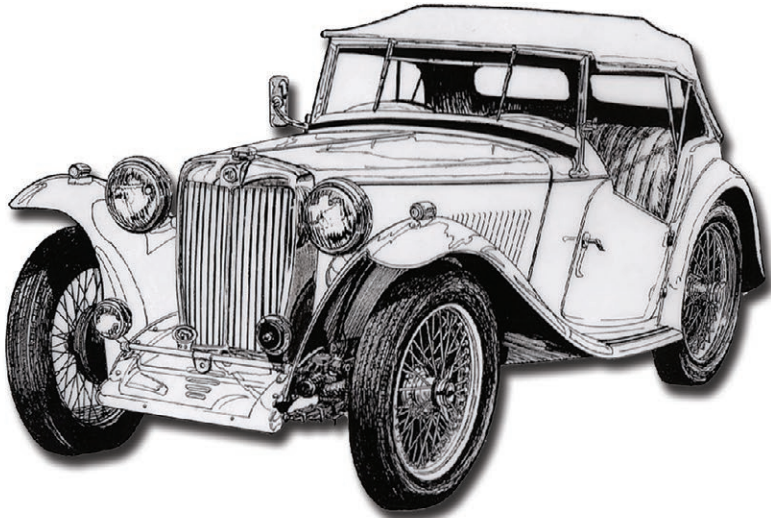


# J. C. TAYLOR

## ANTIQUE AUTO INSURANCE

J.C. Taylor has been protecting prized possessions since 1929. We know the industry and the cars. And best of all, we know you. This is not just a car to you, it's your time machine, your memory scrapbook. It's your passion, and *ours*.

Insure with J.C. Taylor, and you can drive through time with peace of mind.



[JCTAYLOR.COM](http://JCTAYLOR.COM)

1-888-ANTIQUE



[facebook.com/jctaylorinsurance](https://facebook.com/jctaylorinsurance)

J.C. Taylor Antique Automobile Insurance  
320 South 69th Street  
Upper Darby, Pennsylvania

# 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*

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

### REGALIA CHAIR

Linda Simmons  
(see page 2 on how to contact)

Prices beyond our control  
subject to change  
International postage is extra