



# TC Motoring Guild CLASSIC CHASSIS

June 2024



Our April Captive Flower Tour was 100% TC attended. NINE TCs and no moderns participated. Seven of the TCs met at the start for the complete tour. One thought

they were late so met us at destination, and one came very early but left when he did not find us (so we Photoshopped him in the line-up at Descanso gardens).



On the tour we stopped by one of TCMG's first official monthly meeting spots, East Glenoaks Manor in Glendale. Probably

the first time since 1954 that a group of TCs has graced the street outside the venue in seventy years. More info on this inside this issue.



## CLASSIC CHASSIS June 2024

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**GoF West 2024  
Folsom, California  
October 14-18**



## *TCMG Officers and Chairs for 2024*

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Director	Malcolm Buckeridge
Director	Michael Hughes
Director	Mike Simmons
Events/Website	Steve Simmons
Programs	TBD
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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



Since my monthly message somehow gained the moniker of “Rob's Ramblings”, this month, instead of rambling, I'll try and post something useful. A few years ago I did a live zoom meet presentation on converting air filters on my TC. I thought I would clarify more with a couple of images here.

Like so many TCs that have lost their beautiful, but questionably effective air filter and manifold, quite a few have had Stellings & Hellings type pancake air filters installed. I think the originals were commonly used on the AC Cobra so they should be good for at least 10 horsepower. 🤘 They have been reproduced for a long time now. These too come with a questionable 3/4 inch foam filter element. To improve this set up I bought a K&N filter of the right inside and outside diameter, but too long. I bought one K&N part number E2240, and cut off two 1-1/2” end pieces after determining my clearance to the bonnet side. This effectually doubles the area of filtered air with a better element. The pancake filter housings have covers held on to a central stud with a chromed acorn nut. The carb side housing has a bridge

that the cover bottoms out on when the nut is tightened. Because my new elements were thicker than original, it would have bowed the cover inward when the nut was tightened. The bridge is threaded so I removed the central stud and it's lock nut and replaced with a longer stud. To give a stop for the cover I used a coupling nut. With careful grinding on this nut, a bit at a time, I was able to reduce it to make up the fastening nut, cover it tightly, and put just the right amount of squeeze on the filter. The coupling nut also acts as the lock nut for the stud with no chance of something falling off and being ingested. The reproduction housing was threaded to 1/4-20 so I had everything I needed in my hardware cabinet, and thus no pesky trip to the hardware store. I added a drop of Loctite for insurance. I also drilled a hole in the rear housing and soldered in a copper tube for the carb to rocker cover vent. I still need to address the raw filter edge on one side of each filter. I'll probably make a felt ring for that at some point, but for now it's snugly against the housing when made up.

This works well, has stayed put and looks pretty good. A whole lot cheaper than sourcing an original assembly!

Keep 'em on the road!

*Rob Zucca*

TCMG President 2024



4.5" OD x 3.3"  
ID 4.8' high  
and sliced twice  
at white lines



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# *FROM THE FRAME UP*

*SPECIALIZING IN TABC HARD TO FIND PARTS*

 RESTORATION

 PARTS

 SERVICE





Tuesday,  
May 28th

6:00pm\*

## Member Projects

Our program for the evening will be TCMG member TC projects.

Are you doing a complete restoration, or did you take on a smaller project to make it road worthy again? Please share what you are doing, or what you finished (even though we all know TC projects never end). If you have photos, either screen share, or send photos to Joyce by May 25th to be included in the program.

Joyce: [djedgar1970@gmail.com](mailto:djedgar1970@gmail.com)

*Link below is for the Zoom meeting on May 28th*  
[zoom.us/j/85774065404](https://zoom.us/j/85774065404)



Drive your TC at least 10 miles on May 28th and earn a Sargent point for a simulated drive to the meeting. Report your drive to get credit.

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



## 2024 TCMG Directory

The 2024 TCMG Directory was made available last month, but few members had problems accessing it. If you did not or could not access it, email us at: [djedgar1970@gmail.com](mailto:djedgar1970@gmail.com)

Note that the directory will be updated periodically during the year. Current version is dated April 20, 2024

David

# Captive Flower Tour

Our sometimes Annual Wildflower Tour got nixed this year because with all the rain the weeds covered them up. Instead, we went to Descanso Gardens for a Captive Flower Tour. We met in Glendale with seven TCs (no modern cars even) and then went a few miles to the location of where our club met back in 1954 (even before we took the name TC Motoring Guild). We only met there once since the club did not have the funds yet to rent the space on a continuing basis.

From there we meandered through the back hills before finally arriving at the beautiful Descanso Gardens. Apparently Scott & Cristina St Clair thought they were late and missed us so went directly to the gardens. We eventually connected and got our TC line-up photo with eight TCs. Gus Ramos also came in his TC but had



*Seven TCs at the start*

the time and place wrong and went to the gardens very early, did not see us, so left. But he sent in a photo of his TC there and it got Photoshopped into the cover photos that made up 9 TCs.



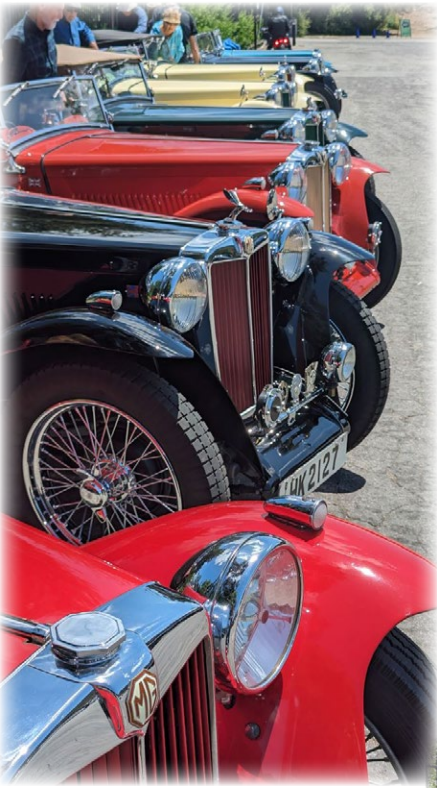
*Above is Lynge's TC which they brought from Utah in a trailer to use during their travels.*



← *Another view of the seven TCs at the start as we gathered and visited before starting the tour*



← *More time to visit at our lunch stop*



The gardens were fairly crowded and we broke into smaller groups as we walked the gardens until our agreed upon departure time. From there we drove about a mile to our lunch stop where we dined together before all heading back home.

Those in attendance in TCs were: Steve & Linda Simmons, Rob Zucca, Cliff Lemieux, Michael & Wanda Hughes, Lars & Roxanne Lyng (from Utah), David & Joyce Edgar, Richard & Sandra Loe, Scott & Cristina St Clair, and Gus Ramos (who missed touring with us, but was there in spirit).



Photos provided by Steve Simmons and David Edgar

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

May 16, 1947	TC 2798	David & Suzie Coleman
May 19, 1949	TC 5515	Jim & Jan Sullivan
June 4, 1947	TC 2903	Pete deBruyn
June 9, 1949	TC 6905	Humberto Arredondo
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. 7*

***Happy 75th, 76th & 77th Birthdays***

## Queen's English Meet

While not a TCMG event, a few of our members always attend this British car meet. Appears only two TCs were present this year, both of which are owned by TCMG members.



Steve Simmons, Gene Olson,  
Malcolm Buckeridge



Gene Olson with  
Malcolm & Joy Buckeridge



Lars & Roxane Lyng from Utah  
with their TC



Rob Zucca, Steve Simmons, Cindy  
Henkels



Doug Schrippa by the  
Simmons and Lyng TCs



Gus Ramos with his TD



If anyone is interested in a TC project in a trailer (trailer not included in sale), contact Steve. Not his but he has the info on it. May still be for sale as the guy wanted \$10K for it.



TC Basketcase (or in this display,  
a Trailer case)





Rob Zucca with his MGA



Daniel Harrison with his MGA



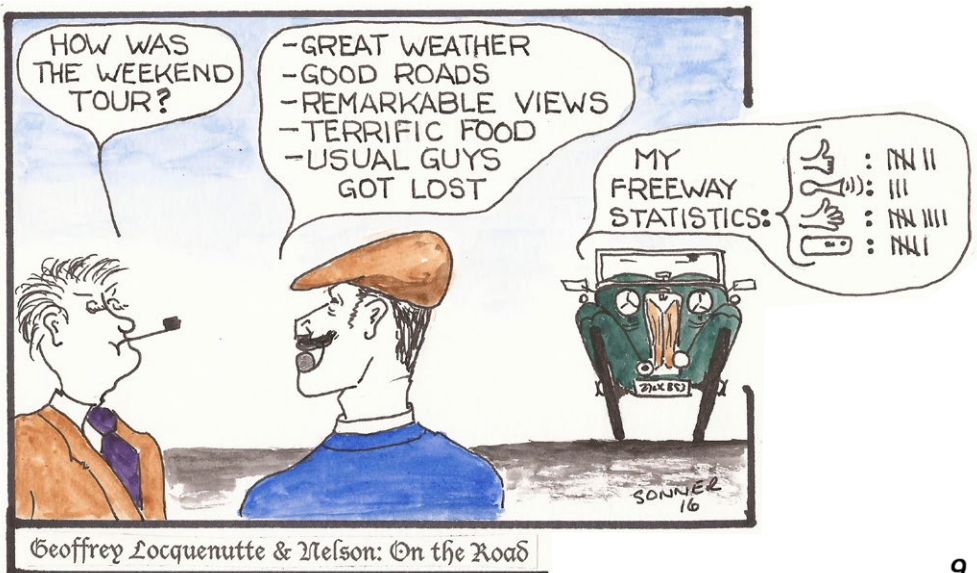
Cindy Henkels in her previously owned Jag



Malcolm & Joy Buckeridge brought their Jag



Thank you to Steve Simmons for all the photos at the show.



# Tracing Electrical Issues



Scott  
St Clair

I spent a few afternoons trying to figure out why the turn signals quit on our TC. I was also emboldened by Pete Thelander's ability to spend hours in the "Lotus Position" under the dash of his TF. If he can do it, I can do it. Naturally as soon as I began to poke around, the brake lights also quit. Cristina helpfully observed that "they were fine before." The horn had also quit recently.

Adding a ground wire to one mounting stud of the horn button fixed the horn. I felt a surge of confidence.

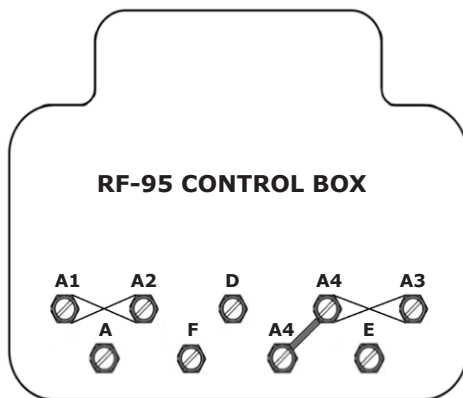
I struggled with the turn indicators and brake lights. I had voltage at the turn signal switch but the relays wouldn't pull in when I worked the switch. But of course sometimes they would. It very slowly occurred to me that the common element between brake lights and turn signals might be the terminal connections on the voltage regulator. So I had a look and found that checking for voltage or continuity was intermittent at the A4 terminal of the regulator. I pulled the voltage regulator and cleaned all

those little terminals and screws. And... nothing. Ultimately it turned out that the bridge between the two A4 terminals on the regulator looked fine, very little corrosion, but was intermittent. A meter might sometimes read continuity or voltage to ground but it was a bridge too weak to get any current across. So a little jumper wire across the two A4 terminals was the fix...almost.

Right hand blinkers still didn't work. That could only be one thing, a problem with the wire between the turn signal switch and the corresponding terminal on the relay box. Yep, cold solder joint at the fork terminal on the wiring harness. Done. My lower back should be fine in another week.

There's a document out there called "MG TC Electrical Circuits" by Richard Storms of the Abingdon Rough Riders that rescued me. I found it on MG T-ABC.org.

*Scott St Clair*



Power is fed to the A3 terminal via the ignition switch. There is a fuse between the A3 and A4 terminals. And then there is a built in jumper between the two A4 terminals. It is the built in jumper that Scott found to be faulty. So he just made a jumper wire

Note that Richard Storms is also a TCMG member and his electrical article can be found at <http://www.mg-tabc.org/library/mgtc-electrical-circuits.pdf>

He also has a supplement article for EXU model TCs with directional signals. <http://www.mg-tabc.org/library/mgtc-electrical-circuits-exu-supplement.pdf>

## Gus Ramos and TCs



Gus Ramos sent in these three photos of him and his previous TC from 1975. Pictured below is a more recent photo of Gus plus his current TC



1975 to 2024 is a 49 year span.

## TC Parade Car



Mike Simmons and Great-Granddaughter Ashley in the Conejo Valley Days Parade on May 5th, along with a pseudo parade queen from 1946.



This parade in Thousand Oaks was revived from the area's earlier parades. It dates back to 1957 and was discontinued in 2006. Composed of colorful floats, vintage cars, and majestic horses, it symbolizes the spirit and history that bind the community. It's more

than just a parade, it's a homage to the collective roots of the area. The parade is just part of all the festivities stretched out over a month and a fair is scheduled soon.

# Vintage Revival Montlhery

A friend of mine has for years been telling me I needed to go to the Vintage Revival Montlhery which has been an annual event held at the Autodrome de Linas-Montlhery, which is a vintage era racetrack (similar to the old Monza track) about 30 miles south of Paris.

Having put off the trek for a number of years, and with the Covid shutdown, it just didn't happen. A message from him last year said the 2024 event was the 100th anniversary of the track, and one of the honored marques was to be MG due to it also hitting 100.

What an experience. I've never seen so many prewar era cars assembled in one place. And generally, when we think of prewar, we think pre-WWII, namely late 30's or early 40's. Here pre-WWI had ample representation.

Today's weather in Paris was unseasonably



warm topping out at 77 degrees. Unfortunately, on the drive to the event, the first casualty, due to heat and traffic, was this MG TC on the side of the road. (Photo above) Not a good omen!

Note, many attendees dressed in period outfits.

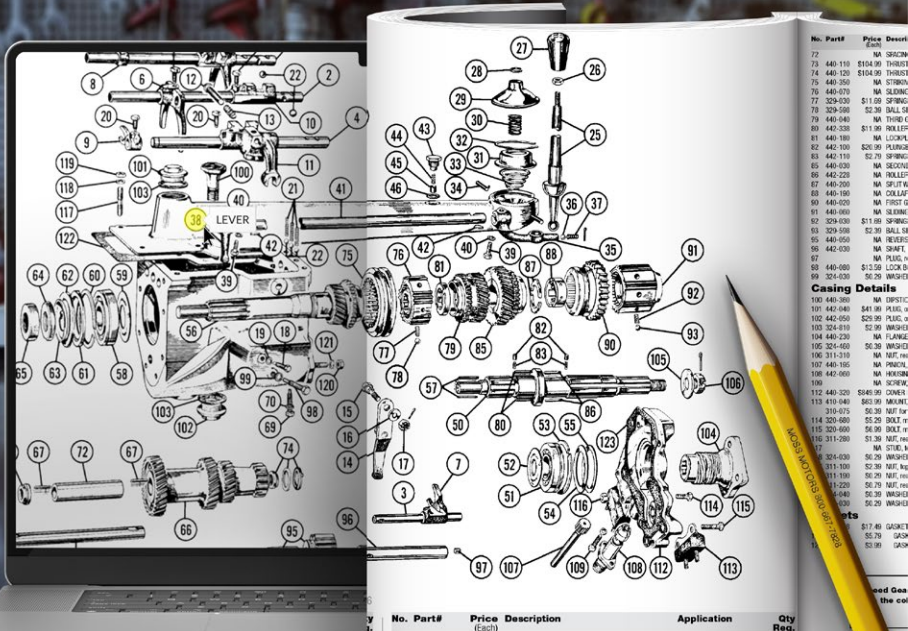
*Doug Schirripa*



More photos on pages 15 & 17



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## BRITISH SLANG LESSON

**Not Cricket** – Typically it can mean not fair, unsportsmanlike, improper or impolite. However the phrase is slowly meandering into oblivion. That's "just not cricket" old boy.

# April 23rd, TCMG Meeting Minutes

**President Rob Zucca** called the meeting to order at 6:10 PM PDT, announced that it was being recorded, and welcomed new members Brian Kemper and Roxane and Lars Lynge. There were 29 participating in the Zoom call with seven “driving” their TC the day of the meeting.

Chair reports started with **Joyce Edgar** reporting mail received included dues, an insurance invoice, and new member packages.

**Secretary Sandra Loe** presented the minutes from last month's meeting as printed in the newsletter. There was a motion and second to approve the minutes after no additions or corrections were suggested. The motion passed.

**Treasurer Joyce** posted the financial report for those present after having sent the report to the executive council. She offered to send a PDF to any member asking. Pending expenses include engraving the new Lame Duck Kup stand and postage for a badge sent to a new member. Regarding past due 2024 dues, payments have been received for five members and there are three new members from Illinois, Utah, and Canada. Richard Loe told Joyce he had contacted J. C. Taylor Insurance regarding advertising in our newsletter. He talked to a representative who found no record of the renewal requests that Joyce had sent and asked that the email be sent directly to the advertising department. The email was sent and an automatic response has been received, but nothing more.

Rob shared he is celebrating his 70th birthday. The same age as TCMG.

**Programs Report** was next on the agenda. Joyce reminded us all that we need someone to volunteer to be the programs chair which includes

being keeper of the list of possible future programs. Rob thanked Pete Thelander for his program last month covering his work on their TF. Please contact Rob if you have a program idea. Tonight the Edgars will be presenting highlights of the 2023 GoF West in Carlsbad. Joyce reminded us that the cost of registration for 2024 GoF West in Folsom is increasing May 1st. Tom Wilson is looking for someone to drive one of his cars to 2024 GoF Central in Newport, Ohio in June.

**Events chair Steve Simmons** explained that the wildflower tour had to be cancelled due to minimal flowers this year. Plan B will be going to Descanso Gardens this coming Saturday with lunch to follow at a local restaurant. This coming Sunday is the Queen's English at Woodley Park. This is not an official TCMG event, however it is a wonderful show with a auto jumble. Check the website for details. Allan Chalmers confirmed that Conclave is in the planning stage.

During the **Old Business** portion of the meeting, David Edgar asked if we were able to open the roster PDF that he had sent out. Most of us had no problem accessing the file.

**New Business** included a discussion of the holiday party. Steve and Linda Simmons offered their home unless there are other ideas. No one had any other suggestions and everyone really enjoyed last year's annual meeting/holiday party in Thousand Oaks.

The meeting was adjourned at 6:41 PM and the program began.

Respectfully submitted,

*Sandra Loe*

Sandra Loe, Secretary



24 Memberships  
in attendance

29 Members in attendance

April meeting attendees

Row 1: Joyce Edgar, David Edgar\*, Curt & Jan Sorensen, Dean Caccavo\*, Greg Hoefl (AZ)

Row 2: Steve Simmons\*, Dave Spiegel\*, Cliff Lemieux \*, Rob Zucca\*, Richard & Sandra Loe

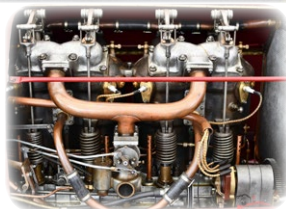
Row 3: Lars & Roxanne Lyngø\*, Joel Taylor (NV), Michael Hughes, Pete & Fran Thelander, Mike Simmons

Row 4: Duane Schmidt (MD), Allan Chalmers, Kregg Hunsberger, Doug Schirripa, Bryan Kemper (BC)

Row 5: Tom Wilson (IN), John Bowyer (TX), Malcolm Buckeridge, Richard Fritz (CO), Jim Yergin (VA)

\* - drove 10 miles in TC on meeting day

## More Vintage Revival Montlhery Photos



View more at: [Vintage Revival](#)  
Above is a hot link on the PDF  
version of this newsletter. Or  
type in: [tinyurl.com/mtdc42eh](http://tinyurl.com/mtdc42eh)

Even more photos  
on page 17

## 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.



## Nigel Shiftright 1949 TC For Sale - TC 8533



The Nigel Shiftright TC that Phil Frank once owned and was in Road & Track Magazine, is now for sale. Larry Pate (current owner) is finding health issues telling him it is time to pass his TC onto a new worthy owner. Note that Larry had From the Frame Up totally go over this TC a few years ago.

Contact Larry Pate for details:  
[larry.pate@gmail.com](mailto:larry.pate@gmail.com)

## TC 9972 EXU For Sale

1949 TC 9972EXU / XPAG 10330 Red / Tan

Charles sadly is selling his TC. TC was purchased on October 15, 2012 from David Winstead of Essex, CT. Prior owner as of July 19, 2010 was Thomas Shearman of Vero Beach, Florida. TC was believed to live in Maryland before that. TC is currently in Erie, PA

Charles F. Roehrl - [chazfritz@aol.com](mailto:chazfritz@aol.com)  
- 814-452-6158





## 1948 MGTC For Sale

TC 6013 XPAG 6770 Sequoia Cream with Shires Green interior

- Sold by Jack Pry, Inc., Pasadena, CA, December 17, 1948
- Extensive ownership documentation and photographs since new
- Dashboard and instrument restoration by the Whitworth Shop
- Tan canvas hood and half tonneau
- Full tonneau
- Side screens new in box with full set of original frames and parts
- Bluemels "Brooklands" steering wheel
- Original steering wheel, scuttle masking board, and Shelly jack
- Original instruction manual
- Original black license plate registered to this MG 1963-2003



This is a beautiful, rust-free, California car that we purchased in 2003 from the family of the original owner. Listed in the TCMG directory since 1975. Offered for sale with great reluctance...\$29,000

Contact: Mark & Carol Beveridge,  
Grain Valley, MO (816) 228-3522

## More Vintage Revival Montlhery Photos

While MG was the honored marque, here is what I gathered just from the event Facebook page. Includes GN, Renault, AutoUnion, Bugatti, Amlicar, Morgan, Benjamin, Villard, Alvis, Alfa Ramero, motorcycles, and many others I never heard of, plus many one of a kind racers.

David

View more at: [Vintage Revival](#)



# 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*

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Linda Simmons  
(see page 2 on how to contact)

Prices beyond our control  
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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