

TC Motoring Guild CLASSIC CHASSIS

May 2024



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These Images
Inside This
Issue?*





CLASSIC CHASSIS May 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
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Programs	TBD
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	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

Rob's Ramblings



Spring has sprung and the weather here in almost sunny California is getting better. Luckily, we have a yearlong driving season with none of that snow and salt stuff. Now if we can just convince those pesky Poppies to bloom.

I've finally done something about my leaking gas tank. Funny how they just don't seem to heal themselves. The main failure point of these things are the factory spot welds that attach the feet to the tank. The decision has to be made to, seal the tank by sloshing it with a sealer, cutting and re welding the leak points, or buying a new tank. These first two options will destroy the paint as it would be necessary to boil out the tank first both to clean it for the sloshing sealer or to remove any fuel vapors for welding. Obviously, a new tank would need to be painted too. There are some other options to

be able to weld without boiling out the tank. I've heard of both filling with water or constant purging with an inert gas. These methods are outside my wheelhouse. I wound up taking it to a very good radiator shop and he cleaned and carefully soldered the leak points. He got great penetration around the welds. This saved the paint on the visible areas. I was able to clean up the torch marks and brush paint the tank bottom. A little wet sanding and polishing of the paint has it looking just fine in an area that's not seen. I'm a month in and still no leaks. Hopefully it will last!

And finally, I'd never noticed the non-stock fuel sender. Duh... This is another famous leak point. Turns out it was created by the late Harry Gravette. Beautifully machined and sealed with O-rings. It's never leaked.... of course now that I've touched it.....

Keep 'em on the road!

Rob Zucca

TCMG President 2024



480-588-8185 www.FromTheFrameUp.com



FROM THE FRAME UP

SPECIALIZING IN TABC HARD TO FIND PARTS

 RESTORATION

 PARTS

 SERVICE





Tuesday,
April 23rd

6:00pm*

TCMG Members
at GoF West

Our program for the evening will be a slide presentation on GoF West 2023 with a focus towards TCMG member participation. Our club provided many volunteers and participated in many of the events. Members came away with several awards as well as the Monterey Cup club award. Come visit other TCMG members at our Zoom meeting and then see us in action at GoF West 2023

Link below is for the Zoom meeting on April 23rd

zoom.us/j/84928256390



Drive your TC at least 10 miles on April 23rd 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.



TCMG Directory Update

The new 2024 TCMG Directory is almost ready to send out. But we are still getting changes to be made from our members so are holding off for a little

bit longer (got a half dozen changes within the last couple days). Thank you for being patient.

David
djedgar1970@gmail.com

Phil Hill and TCs

In 1960 the MG Car Club published an interview with Phil Hill. We cannot reprint it or any part of it here due to restrictions but below is my take on it. Full interview can be found at: mgcc.co.uk/articles/real-phil-hill/

David

Phil bought his first TC in Nov. 1947 because at that time, it was the only different kind of car that was available with any real attraction. At the time Phil was working for a fellow who raced midget race cars and Phil would drive his TC to the races seven days a week. He also worked at International Motors soon after buying the TC, so he could buy a supercharger at their cost.

TCMG member, Tom Howes, believes he now has that TC 3400. Just word of mouth references and nothing concrete at this point though.

Phil mentions that the TC had very nice manners and was pleasant to drive. He also went on to say that it had performance in the handling department as well as sheer acceleration. I know what you are thinking. Are we sure he was talking about a TC? But remember, most cars were much different back then and certainly different from today's cars with traction control, better power to weight ratios, better brakes and so forth.

But going back to 1947, Phil was really impressed by the TC. However it was not long before he wanted more, so he put on a Nordec supercharger on it after a few

months. Fine for awhile, but then bought the second TC after a few more months. He put a Shorrock supercharger on that one plus did a lot of other things to it including different SU carbs, beefed up left front leaf springs to keep the right rear wheel down because of the clockwise lap race turns.

Head gasket was 1/8th inch thick copper to lower the compression ratio due to the supercharger. Raced it at Carrell Speedway in Los Angeles which was a 1/4-mile paved track.



Phil Hill in his second and more famous TC. But Tom Howes believes he has Phil's first TC. The fellow Tom bought TC 3400 from mentioned it was once owned by Phil Hill and Tom has found reference to Phil having owned TC 34xx (last two digits where hidden).

He drove that TC on the road all the time as well. It got so bad towards the end it had to have a ring job every week. The bore wear was fierce, and every week he had to take the head off the thing and put a hone through it and put a fresh set of rings in, nice soft ones that would break in within a few laps!

Phil said he learned everything to do with racing and mechanics from his TCs.

Late Breaking News

Apparently Moss Motors has been sold. Will be combined with Rimmer Bros, a large car parts business in Europe. More information as we learn about this. <https://www.radialequity.com/news/moss-rimmer>

Rimmer Bros is a UK-based supplier of replacement parts for UK marque vehicles, including Jaguar, Land Rover, MG, Mini, Rover and Triumph. Founded in 1982.

More to come on this as we hear more. Thank you Doug Pelton for cluing us in.

Best in Show-British Title

'Cars on 5th' (carsonfifth.com) is the largest and most impressive automobile show annually in the very upscale and affluent town of Naples FL. My fine '48 TC won Best in Show - British at this year's show in February! I was humbled and speechless there for a moment! Nice job TC!! Serious credibility!!

Daniel Tiedge



On the Road Again

Tom Wilson's TC 0279 is on the road again after only 50 years. Congratulations and exceptionally nice Tom. It now joins his other two running TCs. What a life - I wonder which TC I should drive today? But this is not his whole collection of MGs. He has something like a batch of 11 other prewar MGs to restore.



TC0279 out for the first time since completion



TC0273, TC0279, TC2040 all together

TC Birthdays (Build Dates)

April 26, 1949	TC 8533	Larry Pate
April 28, 1949	TC 8567 EXU	Douglas & Marilyn Smith
April 29, 1949	TC 5381	Brian & Jane Sonner
May 2, 1949	TC 8580	John Uniack
May 2, 1949	TC 8583	Robert & Susan Doudrick
May 8, 1947	TC 2735	Richard & Sandra Loe
May 8, 1947	TC 2739	Peter Finocchiaro
May 12, 1948	TC 5464	Rob Zucca & Carol Sorensen
May 12, 1949	TC 8686	Mike & Sharon Bailey
May 13, 1948	TC 5494	Garret & Ambre Hanes
May 14, 1948	TC 5503	Patricia McLish & Medric Godbout



Happy 75th, 76th & 77th Birthdays

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

Welcome to Our Newest TCMG Members

Rory & CeeJay Kinney

Highland, IL 62249

1948 TC 6626 XPAG 7311 Green / Tan

Rory purchased the car from a close friend of his who unexpectedly passed away a year ago. We were both members of the St Louis MG Club and did lots of road trips in the car ... so he had to purchase it when it became available.... ;-)

Pretty stock TC but has front and rear nerf bars as well as "Ohio-made" rear turn signal upgrades.

TC appeared in two publications: *The Complete Book of Classic MG Cars* (pg 69), by Ross Alkureishi. It was also in a 1971 *Motor Trend Magazine* and was owned by Mike Goodman at the time.

Another previous owner was George Kershaw who bought it on 24 April 1984, and Rory was lucky enough to talk to George just recently to learn more of it's history. Rory would appreciate hearing from anyone with more info on his car's history.

Note: all personal information (address, email, phone) are not posted to prevent internet bots from mining information. Refer to our TCMG Directories



Bryan & Lynne Kemper

North Saanich, British Columbia, Canada

1948 TC 6984 XPAG 7871 Green / Tan

Always a B C car. Sold at Vancouver in 1949, second owner bought it and drove it to University of British Columbia as a student, then stored it for 40 years intending to restore it, which never happened. I'm the 3rd owner and undertaking a full restoration including the wood. TC has a wire mesh grill. Intends to paint the TC green with restoration

Brought the TC over via ferry from Vancouver to Vancouver Island when TC was purchased. Transfer ambulance in the background was a coincidence

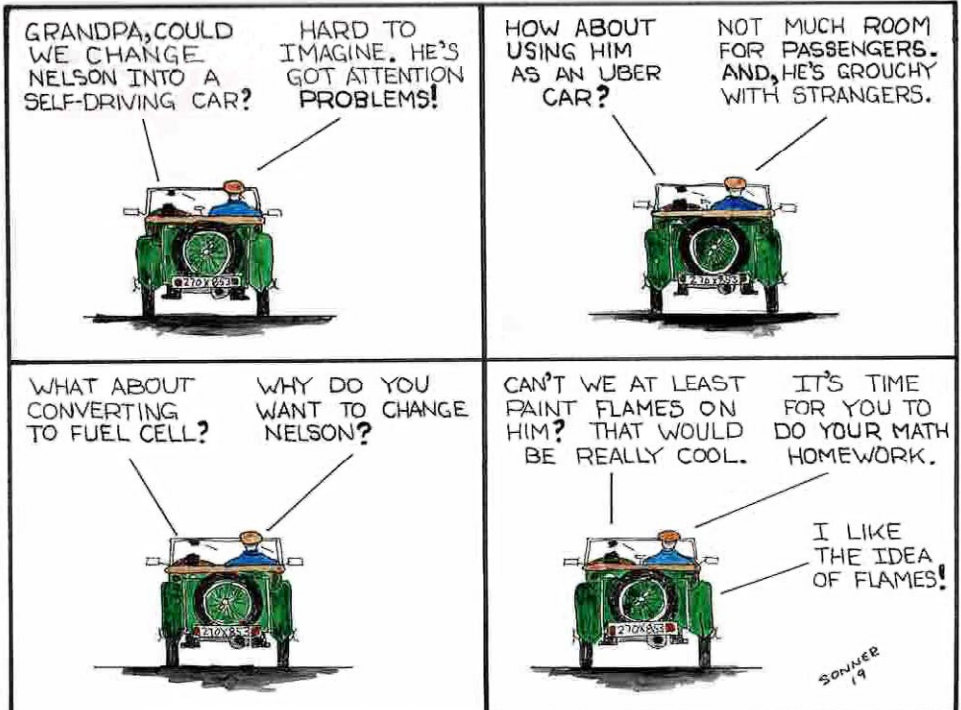


Third New TCMG Member

Lars, & Roxane Lyng

Salt Lake City, UT
1949 TC 9493 XPAG10215 Black / Red

Very interesting history on this TC. Has been driven in England, South China, United States and then preserved (full lube job plus vaseline on all the chrome, etc) and crated up for 43 years. Was then opened and inspected and the TC had only sixty-one hundred miles on it. More history later in another issue .



The Hunsberger TC Story



H. Kregg
Hunsberger

I recently received some old documentation my sister had of my father's. This included the original bill of sale for the TC. To my surprise my dad actually purchased the TC on 24th of August (three days after his 22nd birthday) in 1949 from International Motors Inc. of Beverly Hills, CA. TC3779 / XPAG4499. The seller was the president of the company, although I cannot decipher his name.

I always had been told that the purchase was in 1948. He paid \$550.00 down with a remainder of \$1,000.00 and a finance charge of \$90.00 for a grand total of \$1,640.00. I had been told years ago it was \$2,000.00. His payments were \$60.56 per month for 18 months. At the time of the sale, my Grandmother, his mother, Helen Ora Hunsberger co-signed for the car.

In the June 1967 issue of the *Northrop Recreation Sports Car Club (N.R.S.C.C.) Course Marshal News Letter*, my dad wrote an article on the history of the TC. The following text with my comments in *shaded italics* are below.

CLUB ANTIQUES:

"Old Yeller"

By Hal Hunsberger

"Old Yeller", the name that has stuck with my MG for many years, was originally red when I first saw it. *I had seen a Black and White photo which must had been before it was repainted. I had thought this was an intermediate color (after he rolled it on a hill climb) since I thought the running boards had been removed in that photo and the photos of the TC from rolling it had running boards. I will have to relook at the car in red photo.* It was in the summer of 1948 that I decided that an MG should be my next car. *The summer of 1948 is in conflict with the Bill of Sale, being dated August 1949.* While attending the Soap Box Derby Finals, I had seen what was later to be my next car. Two weeks hence I purchased "Old (Red) Yeller" from International Motors.

Before I purchased the T.C., it had already seen a few racing miles. Phil Hill had put it through its paces at Gardena Raceway, and several sports car events for Golf Industries.

At the time I bought it, the T.C. had a noisy timing chain which was mistaken for a main bearing. This was to my advantage because the price was dropped from \$2450 to \$1000 if I bought it "as is". *I had been told the problem was a rod bearing and my dad and his buddy Smitty pulled the engine apart in his parents' garage with it still in the car by the light of a 40 Watt bulb. Also the Bill of sale showed the real cost to be \$1640.*

Within a year I was dissatisfied with the performance and had decided to make a few alterations. I started figuring and designing; by Christmas week a V-8/60 sat in place of the old T.C. engine. *I have a receipt dated June 1, 1950 for \$25.00 to purchase a 60 HP Ford V8 engine, 1940.*

In any such alteration of this kind you are bound to run into complications; I was breaking rear spokes every time I accelerated so I went to the smaller wheels. *600-16 tires and wheels.* Axles were another problem. Within the next few years I kept Ernie McAfee in business supplying T.C. axles.

In 1950 I was in a sports car club which solely consisted of T.C.'s one Jag and a Riley. The consensus was that "Old Yeller" would never hold up; this was 17 years ago. *Now 74 years down the road from 1950, although since the last year it has been in restoration due a 21 year old inducing the mishap of 2023. It shall rise again. I may end up being destitute when it gets back on the road though. I keep thinking I should do a "Go Fund Me" campaign. <laugh>*

To give you an idea of some of the changes I made, here is a comparative list:

	<u>MG-TC</u>	<u>Hunsberger T.C.</u>
0-60 mph	18 secs	8 secs
Top Speed	84 MPH	100 MPH
Wheels	19"	16"
Rear End	5.12:1	Studebaker 4.11:1
Steering	T.C.	Volkswagon
Shocks	T.C.	Ford Hoot Eye

I made a few minor adjustments in the engine before I put it in the car. It was port and relieved, Clay Smith 3M cam, 8.5:1 heads, *Now 9.5:1* dual carburation manifold, racing pistons bored 0.100 over standard and special ignition. *Now stock bore pistons in the current block and running the single coil crab type distributor. At the time it was a dual coil distributor.*

To this day 19 years later, I can honestly say I feel "Old Yeller" still has many years ahead of it, especially since it gets more tender loving care than the rest of the family combined. Ω

The photo below is of the TC, my sister, my mother and myself circa 1967 near the time of the writing of the article. It was included in the original article.

H. Gregg Hunsberger
TC 3779 XPAG 4499



1090.08		AL2 8768		Insurance expires as follows (mark which) With <input type="checkbox"/> Alter <input type="checkbox"/> Before <input type="checkbox"/> due date of final instalment.			
ORIGINAL BALANCE		PURCHASER'S NAME		CONTRACT NUMBER			
Beverly Hills		Hunsberger		AL 2-8768 Duplicate			
CONDITIONAL SALES CONTRACT							
The undersigned Seller hereby sells and the undersigned Purchaser hereby purchases subject to the terms and conditions hereinafter set forth, the following described property, to-wit:							
New or Used	Make	No. of Cyl.	Equipment: Standard, Sport, De Luxe, Etc.	Type of Body	Model Letter or Number	Manufacturer's Serial Number	Engine No.
used	MG	4	Rdstr			TC 3779	XPAG 4499
Cash Selling Price		\$					
Accessories		\$					
State Sales Tax		\$					
1. Total Cash Selling Price		\$ 1550.00					
Down payment, Cash to Seller		\$					
Trade-in		YEAR MODEL MAKE		Less Owing \$		\$	
2. Total Down Payment		\$ 550.00					
3. Amount unpaid on Cash Selling Price (Item 1 less Item 2)		\$ 1000.00					
The undersigned make joint application for the following insurance for _____ months from _____ 19____ and Purchaser authorizes the Seller to include the premium in the obligation and to pay the premium for the insurance.						(FIRST YEAR) (ADDITIONAL PERIOD)	
FIRE AND THEFT		\$				\$	\$
COMPREHENSIVE		\$				\$	\$
COLLISION		\$				\$	\$
OTHER INSURANCE		INDICATE FORM				\$	
Insurance not covering interest of Purchaser		KIND				\$	
4. TOTAL PREMIUM included in contract balance		\$				Furnished	
5. Fees paid: Notary Public \$		Registration and Transfer \$		Other \$		\$	
6. Amount of unpaid balance to be financed, including insurance (Sum of Items 3, 4 and 5)		\$ 1000.00					
7. Amount of Time Price differential (financing charge)		\$ 90.08					
8. AMOUNT OF CONTRACT BALANCE (Sum of Items 6 and 7)		\$ 1090.08					
9. Said Contract Balance is payable as follows:		\$					
\$ 60.56 on Oct 2		19 10 and		17		equal successive _____ monthly instalments	
of \$ 60.56 beginning November 2		19 11		and		monthly thereafter	
which Purchaser promises to pay to Seller together with all such other sums as are hereinafter provided for, payable at office of the Seller, or if this contract is assigned, then payable at office of assignee of Seller with interest thereon after maturity at the highest rate for which parties may lawfully contract in the State in which this contract is executed, payable monthly, and if the services of an attorney be employed for the enforcement of any of the obligations of Purchaser, or the rights of Seller, either by suit or otherwise, Purchaser agrees to pay reasonable attorney's fees.							
It is hereby stipulated and agreed by and between Seller and Purchaser that the following are the conditions under which the above described property is to be sold and purchased:							
1. This contract is executed in duplicate or more, of which concurrently with the execution thereof, one (1) copy is delivered to Seller and one (1) copy is delivered to Purchaser, and the receipt of a copy of this contract is hereby acknowledged by Purchaser. This contract shall inure to the benefit of and be binding upon the heirs, executors, administrators, successors and assigns of the respective parties herein, subject, however, to the above restrictions against assignment by Purchaser. If for any reason any clause or provision of this agreement should be held invalid, then the remaining clause and provisions thereof shall be and remain in full force and effect nevertheless. Wherever in this agreement the singular is used it shall be deemed to include the plural and the masculine gender shall be deemed to include feminine and neuter.							
2. Purchaser further certifies that no side loan, or other extension of credit, exists, or is to be made, in connection with, or to make the down payment hereinafter set forth in this Agreement.							
IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals this 21th day of August 1967							
at Beverly Hills		California		International Motor, Inc		Seller Sign Here	
City		State		Title		Area	
Witness		Purchaser Sign Here		H. Gregg Hunsberger		H. Gregg Hunsberger	
Witness		Purchaser Sign Here		H. Gregg Hunsberger		H. Gregg Hunsberger	

Bowyer's MG Factory Garage



Four of the five TCs here, plus a TD



TC 1733
Black / Tan

TC9362 - no eng & needs parts



TC 7474EXU
in yellow
my original
TC bought in
1974.

TC 7499 is
behind that
with hood up



John is currently refurbishing gas tanks for 3 of the TCs. He is using Bill Hirsch chemicals to clean, acid etch, and seal the gas tanks himself rather than sending them out.



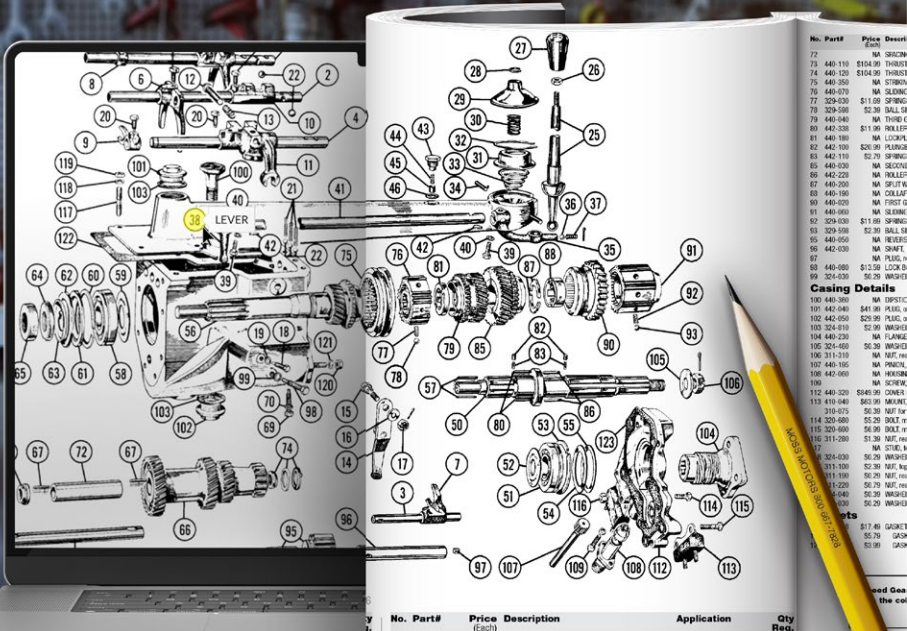
TC 6829 - no eng & needs parts
and to be Georgia's TC

I wound up with 5 MG TCs. I was buying parts for my 46 MG TC 1733 and wound up with Chassis TC 7499 EXU, one day apart from my TC 7474 EXU, that I have owned since 1974. We decided that fate brought the cars back together and I should restore it also. I got a decent body tub for it and bought the fenders and running boards along with a lot of other TC parts from a friend in Liberty, Texas. Along with the lot of parts was a frame and body tub. It was missing a lot of parts, including engine, gearbox, rear end, windshield dash, so it sits in the back of the garage. In the spring of this year, I bought a lot of parts in an auction in Fresno, California.

These included the windshield, rear end transmissions, etc. that I thought I could use for the TC 9362 at the back of the garage. When I picked up the parts in Fresno, it included yet another frame and body tub along with the other parts. They also gave me the pink slip to the TC 6829..... Whoa... that changes things! I decided to restore this one instead. I should have bid on more of the parts!! I am building/ restoring TC 6829 for my wife, from the bare frame up. TC 9362 still needs a lot of work/ parts, but will have to wait. That is how I wound up with 5 TCs in various states.

John Bowyer

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Champion – term for to enthusiastically give support, defend or fight for a person, belief or principle

Cooker - Stove

March 26th, TCMG Meeting Minutes

Rob Zucca, president, called the meeting to order at 6:13 PM PDT and announced the meeting was being recorded. There were 30 members participating, four drove their MG “to the meeting” (Edgar, Lemieux, S. Simmons, & St. Clair) and no new members or guests were in attendance.

Joyce Edgar reported that she was continuing to receive 2024 dues payments. Otherwise, just junk mail.

Sandra Loe, secretary, submitted the February minutes as printed in the newsletter. There were no additions or corrections and they were accepted as written after a motion, second, and vote.

Joyce presented the treasurer’s report to the group after sending it to the executive board and posting for the group at the meeting. Currently we have 103 paid members, two have put the “check in the mail” and seven past members have not chosen to continue their membership at this point. Joyce also reported J. C. Taylor has not renewed their ad. Richard Loe volunteered to contact J. C. Taylor if Joyce would provide the contact information since he has had a policy with them for over 50 years with numerous cars. Additionally, Joyce has filed the annual tax forms required by the government. A regalia bill is expected from the Simmons.

David Edgar is preparing the 2024 roster. Previously he has printed, folded and sent copies to the members. This year he plans to have a PDF available and members can print a copy if they desire a hard copy. David feels it will be easier to make changes and keep the roster current if it is a PDF file.

Rob thanked Joyce and David for their dedication and to details...tax forms, membership, newsletter, and roster.

Joyce shared that Terry Sanders has passed away and a memorial service is in the planning stages.

The program tonight will be Pete Thelander reporting on the restoration

of his MGTF. The club is hoping to have a member step forward to be the program chairman. Meanwhile, contact Rob if you have any ideas for future programs.

Steve Simmons, events chair, reported that the wildflower tour is questionable for April, however he has a back up plan if necessary. Keep an eye on the website for updates.

Old Business included a progress report on the new Lame Duck Kup base that Rob is designing.

New Business covered an invitation for someone to host one of the “in person” meetings. Rob and Carol volunteered to have the group to their home that would include a military memorabilia program. Steve recapped the last event. March 17th 4 TCs (Loe, Mathison, S. Simmons, and Thelander) and several moderns toured from Glendale to the Olsons’ home in Bradbury traveling through residential areas of Chevy Chase Canyon, Linda Vista, southwest Pasadena, San Marino, Temple City, Sierra Madre Canyon, and Monrovia. A special treat was viewing Gene and Patty’s activities...redesigned barn for guest quarters, art studio, the new cabin with a view of the city, Gene’s TC project and citrus trees galore. The weather was perfect for our open cars. Pete and Fran provided additional photos of the Olsons’ picnic.

Fran Thelander extended an invitation to a car event at South Coast Plaza on June 9th. Contact Fran for additional details.

The meeting was adjourned at 6:38 PM PDT.

Respectfully submitted,

Sandra Loe

Sandra Loe, Secretary

After the meeting several members provided updates on their projects:

Duane Schmidt - TC frame

Steve Simmons - Dad Mike’s leaky gas tank problem

John Bowyer - prepping to clean three tanks

Rob Zucca - gas tank leak



23 Memberships
in attendance

30 Members in attendance

March meeting attendees

Row 1: Joyce Edgar, David Edgar*, Cliff Lemieux *, Pat Garity,
Curt & Jan Sorensen, Richard & Sandra Loe

Row 2: Mike Simmons, Malcolm Buckeridge, Greg Hoelt (AZ),
Dave Spiegel, Steve & Linda Simmons*

Row 3: Pete & Fran Thelander, Tom Howes (AZ), Rob Zucca, Dean Caccavo,
Duane Schmidt (MD)

Row 4: Doug Schirripa, Walt Prowell, Allan Chalmers, Karen Olson,
John Bowyer (TX)

Row 5: Gene Olson, Scott & Cristina St Clair *, Pat Garity,
David Reid & Terry Schuller

* - drove 10 miles in TC on meeting day

Running in London Marathon

This has nothing to do with MGs or TCs but Jonathan Lane's wife, Val Shockley, will be running in the London Marathon on April 23rd. We wish her good health to be able to run till the roads wear out.

How many of us could run one mile now? How many of us can even run 26.2 feet?

Jonathan races TCs, and she races on foot.



Jonathan Lane & Val Shockley

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
missalignment 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

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
- 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

DeBruyn's TC 2903 (Not for Sale)

Pete DeBruyn is working on his TC 2903 as time permits. Here are some photos of where it stands now. It will have cycle fenders and period upgrades - sort of a pre-war look but still obviously TC. Final color will be a very deep green he is going to call Midnight Green. Looking good. But this is taking a back seat for now as Pete finishes up a customer's MG TB.

Note that Pete also has his red TC 0252 which was the very first production TC after the prototype TC 251.



Cecil Kimber Birthday Gathering

A note from Doug Schirripa who is in New Zealand at the moment. Thank you Doug for sending this in. Cecil Kimber (April 12, 1888 – February 4, 1945) was a motor car designer. He is best known for his role in having been the driving force behind The M.G. Car.

On April 7, The MG Car Club of Auckland had a gathering heading off to celebrate Cecil Kimber's birthday with a breakfast gathering. This year's was at The Whitford

Park Golf Club located in the Whitford Valley, a 30-minute scenic drive north of Auckland.

The procession included this K1 and TA. Unfortunately, the TA's day began with a flat, which was changed quickly as a gaggle of onlookers observed.

The red MGB in the background is mine, and that is Laura behind the TA, clearly researching the history of Mr. Kimber!



TCMG Regalia

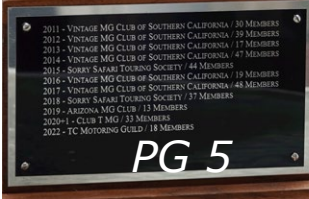


Hats, shirts, car badges, spark plug holders, and much more are available. We have lots of club regalia to choose from. Visit our website at:

tcmotoringguild.org/regalia/

Answers to Cover Question

Images may be found on the pages marked. Note that most were enlarged here and not the size found on the page.



Can You Find These Images Inside This Issue?

