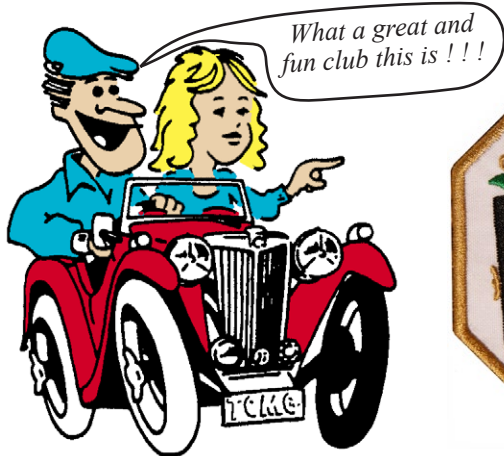




TC Motoring Guild

CLASSIC CHASSIS

September 2026



Bob Eicher parked his TC in front of a historic home in Maryland.





CLASSIC CHASSIS Sept 2026

Published in
Southern California by the
TC Motoring Guild
1454 Chase Terrace
El Cajon, CA 92020
www.tcmotoringguild.org

The Classic Chassis is
published eleven times a year,

All contributions: articles,
letters, advertisements, and
captioned photos for the next
issue should be sent to:

The Classic Chassis
c/o David Edgar,
1454 Chase Terrace
El Cajon, CA 92020
djedgar1970@gmail.com

New Regalia Item



TCMG logo fleece pullovers are a medium weight
fleece, ideal for layering under a windproof outer
shell or jacket. A vintage-style TCMG logo is
embroidered on the left chest area, and a 1/4 zip
front makes it easy to pull on and off. The collar can
be zipped up to keep the wind out on chilly days

Sizes: XS through 3XL.

Color: Only offered in Heather Gray now with
TCMG logo embroidered on front

Price: \$34 each (plus shipping where applicable).

TO ORDER: Contact our Regalia Chair via
methods below.

Also see what else we have in regalia on page 14
of this issue.

TCMG Officers and Chairs for 2026

President	Gene Olson
Vice Pres.	Sandra Loe
Secretary	Dean Caccavo
Treas/Memb	Joyce Edgar
Director	Malcolm Buckeridge
Director	Rob Zucca
Ex Officio	Steve Simmons
Events/Website	Steve Simmons
Programs	Joyce Edgar
Editor	David Edgar
Historian	Steve Simmons
Regalia	Linda Simmons
Sunshine	Bobbie Simon
	Jan Sorensen

Phone number and emails removed
here to hopefully stem internet
misuse. 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

from M Gene



I hope none of you are like me. It is pretty darn hot for working outside on the car. So I have to revert to one of my favorite activities: PLANNING TO WORK ON THE CAR. I can make extensive lists of all the things I am going to do; all the small details of the tools and pieces I need. The order things need to be done. Oh YES!! ORDER NEW PARTS! Make more plans. Spend some time looking for the

parts I ordered last time. (side note: I spend most of my time in the garage looking for the tool or part I just had in my hand a minute ago) The joy of working on cars! (or anything when your 75 year old brain cells are sputtering). Hope you are all more efficient than I am.

Gene Olson

2026 TCMG President

Central Coast British Car Club Car Show

Our September Event

*September 27th
9am - 2pm
Oxnard, CA*

*At the Channel
Island Harbor.*

This is our September TCMG event. Let Steve know if you are showing your TC so we can have our TCs together.

Everyone is welcome to just visit the show as well (spectators are free). Look for our TCs and club banner. Visit fellow TCMG members.

For registration information, visit:

centralcoastbritishcarclub.com/car-show/

You can register via link on the website.

35th CCBCC Car Show

September 27, 2026

*Celebrating
100 years
of Route 66*



480-588-8185 WWW.FROMTHEFRAMEUP.COM

FROM THE FRAME UP

SPECIALIZING IN TABC HARD TO FIND PARTS



 RESTORATION

 PARTS

 SERVICE





Tuesday, 
Sept. 22nd

6:00pm*

MG International 2026 Report



Several of our TCMG members attended MG International 2026 August 2026 in Sandusky, Ohio. Duane Schmidt and Jonathan Lane will share their photos and stories. Tom Wilson was also there and displayed his excellent and recently finished MG VA as well. Unclear if Tom can make the meeting as he was in England for awhile.

What is MG International? Once every five years, the entire North American MG community gathers in one place. This was that year! NAMGAR, NAMGBR, MMM, NEMGTR and many more MG related groups all converge together for this, so is quite an event.

*Link below is for the Zoom
meeting on Sept. 22nd*

zoom.us/j/6234447498

Note: one Sargent point to anyone who drives their TC at least 10 miles on Sept 22nd.

We will ask on the Zoom meeting that night.

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



TC Birthdays (Build Dates)

Sept 22, 1936	TA 0625	Richard & Sandra Loe
Sept 22, 1949	TC 9761	James Woolf
Sept 23, 1948	TC6626	Roy & Ceejay Kinney
Sept 28, 1948	TC 6649	Richard & Judy Fritz
Oct 2, 1946	TC 3707	Stuart Clipson
Oct 2, 1947	TC 3707	Duane Schmidt & Chris Daily
Oct 4, 1949	TC 9875	Jon & Diana Acosta
Oct 6, 1948	TC 6761	Daniel Tiedge
Oct 7, 1947	TC 3737	Roger Morse & Lynn Arnold
Oct 7, 1947	TC 3738	Roger Morse & Lynn Arnold
Oct 8, 1948	TC 6776	Richard & Judy Storms
Oct 10, 1947	TC 3779	Kregg Hunsberger
Oct 11, 1939	TB 0575	Alan & Victoria Campbell
Oct 12, 1947	TC 3790	Joe & Pam Jones
Oct 13, 1948	TC 6802	Richard & Sandra Loe
Oct 14, 1947	TC 3810	Pat Garity
Oct 14, 1948	TC 6811	Charlie Ockwell
Oct 14, 1948	TC 6827	Malcolm & Joy Buckeridge



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

***Happy 77th, 78th,
79th & 80th
TC Birthdays
Also 87th & 90th
for the TA and TB***

BRITISH SLANG LESSON



Quid

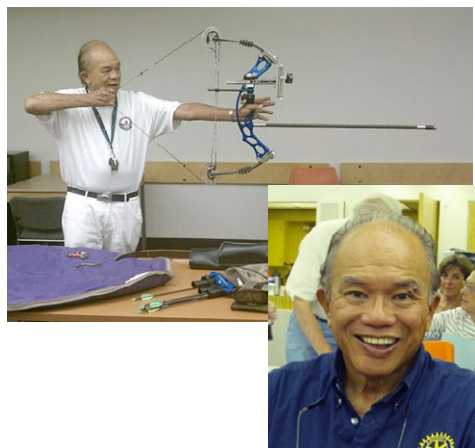
"Quid" is slang for a British pound, much like "buck" is used for the US dollar. The term has been in use since the late 17th century, originally used by thieves and beggars in the 17th century as slang for money. One theory is that it comes from the Latin phrase "quid pro quo," which means "something for something." Others believe it originated from Irish Gaelic.

R.I.P. - Ron Wong

While Ron Wong had not renewed his TCMG membership the last few years, many of you may know him. He had bought Art Ludwick's beautiful TC 1882 and enjoyed it. Got word that he passed recently. His eldest daughter, Julie, wrote this:

After 94 years full of love, adventure, and joy, Dad passed peacefully this morning. His children and grandchildren before his passing. Emilie, Marc, and I were with him at the very end. He had a full life, and I was glad to be with him to help him enjoy it and live as he wanted for the past two years. Last Friday, he watched his last SC game and enjoyed one more victory. Trojan until the end. He often told stories of the Delts' wild adventures — and the W's — White, Wong, and Wino. Lori came

by with "his" dog, Oakley, to visit weekly — her mom, Janet, remembers Dad pulling up for classes in his MG TC — always late and with a lot of style! Same house, same car, same smile — for over 50 years. He was still smiling and speaking in Japanese, Portuguese, Cantonese, Armenian, and Mandarin to every pretty girl he saw. He insisted on being called: Dr. Wong — head of pediatric oral surgery at Children's Hospital and neighborhood dentist to generations of children, including all our school mates at John Marshall. In June, he celebrated the Centennial of the Hollywood Rotary Club and was honored as a past president, long-time member, and one of the two oldest members. His 94th birthday wish, "I wish I could do it all again. I don't want to do anything differently, I just want to enjoy making the same mistakes twice."



70th ANNUAL



• TC CONCLAVE •

San Luis Obispo 2026

The 70th annual TCMG / ARR Conclave will now take place **October 9-12, 2026** (Friday - Monday) at the site of our first Conclave in 1957, in the city of San Luis Obispo, California. Special plans are being made to honor the 70 year history of this great event, to be announced when they are finalized.

Our group reservation link:
reservations.travelclick.com/113013?groupID=5153053



Apple Farm ★★★

2015 Monterey St San Luis Obispo California 93401 US | Tel.805-386-6260

Use "ARRTCMG Conclave 2026" to get our group rate or use link above



We are planning to recreate the very first Conclave line-up photo on the grass of a local park. Permits and fees are being worked out now

Check in time is 4pm and check out is 11am. All stays that include a Saturday night will be subjected to a 2 night minimum, unless otherwise specified. Additional charges may be assessed to those staying beyond check out times.

Rates reflect single or double occupancy for room types identified above. Rates are net, not commissionable, exclusive of 13.75% tax and resort fees (\$25 per night/room), which is subject to change without notice.

SLEEPING ACCOMMODATIONS:

DAY/DATE	ROOM BLOCK	ROOM TYPE	ROOM RATE
10.08.26 Thu	1 KS	King Room main inn For those that want to arrive early	\$189
10.09.26 Fri	10 KS	King Room main inn	\$339
	12 QS	Two queem beds main inn	\$349
10.10.26 Sat	10 KS	King Room main inn	\$349
	12 QS	Two queem beds main inn	\$359
10.11.26 Sun	10 KS	King Room main inn	\$149
	12 QS	Two queem beds main inn	\$159

Guests will make their own reservations and cutoff date is 9.09.26.
 Reservations after cutoff date will be on a space available basis

120 MPH TC (and the expense to do it)

When Doug Schrripa was in New Zealand a couple years ago he snapped a photo of this TC at a car show but had no other information on it. When Steve was working on updating the TC Provenance List he researched and found some information when it was for sale. This incomplete story was written by John Grant who owned it for four year. It is quite a story. If you want to see more of the TC look for TC 9577 in the TC Provenance List:

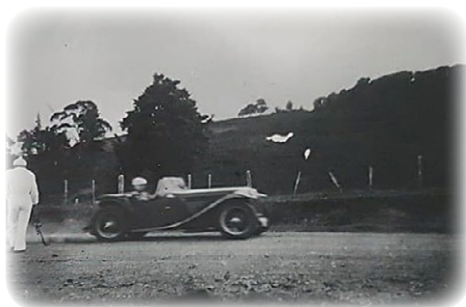
tcmotoringguild.org/provenance-list/

This article was printed in the MG Club Magazine in the mid 1970's but end is missing, so incomplete.

M.G. T.C. 1949

Owned 1955-1959 by John Grant

The early history of this car is not known in detail. It reputedly raced in England and Irish Tourist Trophy as a works car and was brought out to New Zealand by the late Dell Dawson in 1953.



I first saw it in 1955 competing in a Northern Sports Car Club sprint on a stretch of unfinished N.W. Motorway. It did the standing 1/4 mile in 16 secs with the full body in place. At that time it was kept in concourse condition. It had drilled brake drums, air scoops, a modified suspension system and high geared steering box with only 3/4 turn from lock to lock. Its top speed was over 100 mph and it had done 30,000 on the odometer. It had a successful racing career in N.Z. in club events which in those days included Seagrove Aerodrome.

I purchased the car that day for £500 and owned and raced it for the next four years. As a racing machine it had four major problems:

1. It was under geared and therefore over revved badly. In 1/2 mile in top gear it would be up to 7000 rpm. This fault was never cured and as a result motors had a very short life. I therefore had a special racing motor in addition to the standard one which is in the car now.
2. In my first season of racing valves broke frequently i.e. in nearly every race. This was cured by fitting special valves made by Dufor of Australia from blanks and I had no more trouble for the three seasons and then it blew on the southern motorway after the last meeting before I sold it.
3. Crankshafts had a short life, one season of approx 400 racing miles. Chrome hardening tripled their life but the problem was never completely solved.
4. Head gaskets also blew regularly and this was found to be caused by the head studs stretching.

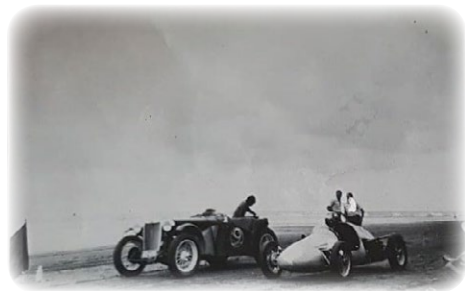
The car was modified in several ways and the motor was brought to stage five tune.

1. The gearbox was standard and gave no trouble.
2. The clutch had a special solid centre plate and competition pressure plate and gave not trouble.



(continued next page)

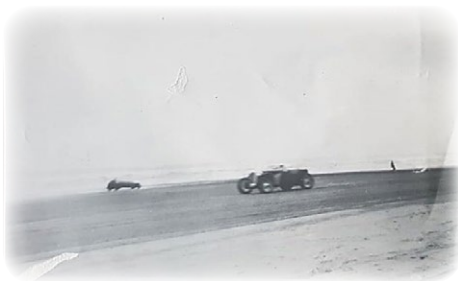
3. The differential had one pinion bearing failure. The half shafts failed regularly due to a design fault but this was cured by machining the shaft to the inside diameter of the spline and so feeding the stresses along the whole length of the shaft. I had no more failures after that.
4. The brakes were useless. The standard lining material faded right out after one stop from racing speed. Harder competition linings cured the fade but they were still inadequate. As a result, the drums were usually blue after a race. Cornering became spectacular as putting the tail out and sliding and had to become standard practice.



5. I fitted 16 inch wheels on the rear for use on tight circuits to give greater acceleration. Their usual tyre life was six meetings; The 19 inch - 4 meetings.
6. Castrol R in sump, gearbox and differential. Almost pure methanol in the "petrol" tank. It cost 35/- gallon and in a race did 2 mpg. Being cooler running than petrol, higher pressures could be developed and a maximum speed of 120 mph reached. In my last season I de-tuned the motor and dropped the compression from 9.5:1 to 7:1 and used Avgas at 100-130 octane



instead. The super charger boost was also reduced from 10 lbs to 4 lbs. The 1959 racing season was the car's most successful, as detuning made it more reliable than ever before.



In those days the colour scheme was red with white wheels. It raced stripped with motorcycle mudguards on the front. These were removed as required to allow it to qualify as a single seater racing car at Ardmore and Levin. It always ran at Levin as a racing car because of their regulation that all sports cars must run on petrol.

Racing Career

In hillclimbs, the highlight of its career came on the Puhipuhi Hill north of Shangarei with the Northland Sports Car Club, when it tied for 2nd place with the late Joe Lawton in a modified Healey 100/6. (The following season he was in Europe with Denny Hulme.) The fastest time was held by Bruce McClaren in a Cooper Climax, 2 seconds faster. The next day it beat them both in a sprint through the Waipu Gorge, taking the fastest time of the day. In another sprint at Dargaville, it did the standing . . .

Sorry, this is all of the story we had access to.

l; photo taken from when it was for sale in last few years.

r: photo taken by Doug Schirripa in 2023



TC Door Latches & Striker Wear Problems

I'm lucky that my TC door latches align without needing shims behind the latch or striker. However I noticed that after closing the doors that the leading edge would not snug up to the rubber jamb buffers. I always turn the outer handles to latch or open the door and never slam it shut. The gap at the buffers was not an alignment problem, but a wear issue on both the latch and striker. Funny that the latch assemblies are branded "Silent Travel". They may be the only silent part of the car. The image below shows the latch and striker latched together on the bench.

The second image shows the strike plate with the dovetail removed and the round bolt part of the latch coming through the alloy housing. You can see that the hole in the alloy housing is oval'ed out. This allows the bolt to move side to side in the housing causing slop when the door is latched and allows the door to move

in and out. Also shown is the rubber bushing (this must be the "silent" part) and its inner tube. The dovetail and shaft go through this and are fixed with a nut. Washers can be moved from front to back to better align the dovetail with the latch. This bushing wears and allows the dovetail to also move side to side compounding the slop in the assembly. I installed a new latch and striker assembly which cured both problems. These parts are expensive. I've not done so, but I think with the right parts the housing could be reamed/drilled out and a bushing installed. Likewise with a rubber sleeve and bush through the strike flange which would take a bit more engineering. So before you start shimming your strike and latch, check the fit of these parts.



Rob Zucca TC 5464

Rob Zucca



This hole was oval in shape which allowed the latch pin to flop around a little. Maybe can drill out and bush the hole inside of buying a whole new assembly.



R.I.P. - Joyce Edgar

The following was on our TCMG Group email system but include it here as well since not everyone is on that.

Joyce Edgar passed away on Sept 12, 2026 after a 22 month battle with breast cancer. She served as our TCMG treasurer/ membership officer for the last 24 years, won the TCMG Earl Sargent Award six times with her husband David, earned the TCMG Iron Butt award one year, and the list goes on. No stranger to the GoF West organization either and served as treasurer there a number of years, was co-chair for two GoF West events with husband David (but she did 95% of the work), won many funkhana events at GoF West events (many 1sts, 2nds and placed in every time we competed), won Fastest Lady Cart Sprung Class when GoF West had a slalom in 1979 (which the TCMG hosted), was not afraid of taking the TC long distances (but carried her AAA card just win case). One run in the TC was 7 plus hours straight from Thousand Oaks to Sacramento between midnight and 7am. Many, many more MG adventures as well. Note that her very first car was a 1965 MGB which she bought from her dad. Went out the next morning and the exhaust system had fallen to the

ground. I am sure I am forgetting other things but you get the idea.

Note that our TCMG funds are safe and David has carried on our treasurer duties for the last three months. But many of you dealt with her when paying dues, paying for event fees, collecting regalia payments as well as GoF West registration paperwork for a few GoF West events over the years.

Being religious minded, we believe in our next life and she is now in a place where pain and suffering are gone. While we will miss her for sure, how can we deny her the blessing of being in the presence of the Lord now? And in the grand scheme of things, our lives here on earth are but a speck in the time frame of eternity if we lived 76 years, as she did, or if someone lives to be over 100 or passes as a fetus.

David (along with Joyce's memories)
TC 5108



A few photo of GoF West Funkhana runs plus one of D&J at a GoF West function.





At 1981 TCMG Holiday Party



Receiving our 1st place funkhana awards at GoF West 2021 in Oregon.



Official San Diego Police Department photo of Joyce

Couple other facts. Joyce was at work and pregnant with 3rd daughter when contractions started. She then hopped onto her motorcycle to ride 15 miles home and she delivered a few hours later. She had a 30 year career in the SDPD and rose to rank of Lieutenant. When David was first introduced to the her family, her father immediately thought he was golden because he owned a TC. D&J went on their honeymoon in a 1961 Lotus 7, 1250 miles up to Spokane, Washington.



Joyce did a program at a 2008 TCMG meeting talking about her law enforcement career.



Joyce got our oldest daughter involved with GoF West too volunteering and competing (using our TC). They always amass many, many trophies.



As many of you know, Joyce was very proud of her family and insisted on family photos.

This one just so happened to be the day before her stroke. Of the three daughters and their husbands, seven grand kids and two great grands, everyone was there this year except for two granddaughters who now live in Texas and Utah.



August 25th Meeting Minutes

President Gene Olsen called the meeting to order at 6:03 PM.

The 2026 board is as follows:

President - Gene Olsen
Vice President – Sandra Loe
Treasurer – Joyce Edgar
Secretary – Dean Caccavo
Director – Malcolm Buckeridge
Director – Rob Zucca:

Secretary's Report: 22 total attendees representing 17 memberships were on the Zoom call this month with a total membership of 114.

Mail: No new mail this month.

Sergeant's Award: Three members earned points by driving at least ten miles today. Those members are **Rob Zucca**, **Cliff Lemieux** and **Francisco Matallana**

Treasurers Report: **David Edgar** presented the Treasurers Report. There were no new expenses or income. There were no questions about the report displayed during the Zoom meeting.

Programs: Today's program was organized by **Mike Simmon**. Members presented their current projects and described issues, accomplishments and surprises. We will try to make the

presentation available via download for club members.

Events: September 27th is the Central Coast British Car Meet in Oxnard/Channel Islands. This event is a welcome break from the summer heat.

Conclave tee shirts are being prepared. Details are being worked out on how to order shirts and where they can be picked up. For the event, Gene offered to host a get together at his Cambria home if there was interest. He would check with Howard Shempp. Final dates are October 9th through the 12th in San Luis Obispo. Most members are staying at the Apple Farm as it is the location of the first Conclave. Members interested in attending are encouraged to book now.

Old Business: None

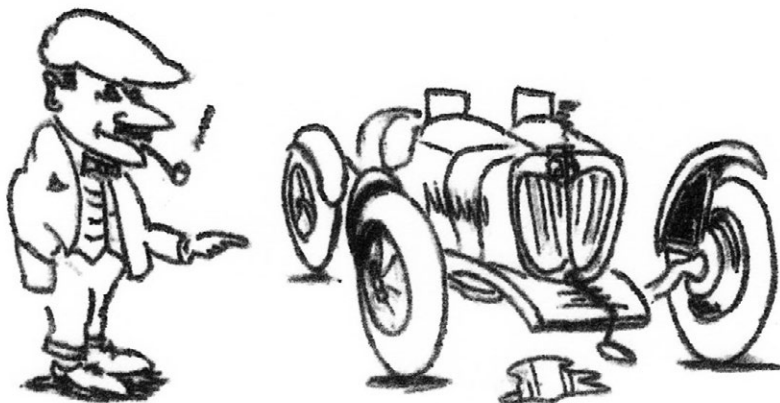
New Business: none

Gene adjourned the business part of the meeting at 6:20PM and the program would follow.

Dean Caccavo

2026 TCMG Secretary

Zoom screen shot that night is on the next page





Screenshot of attendees at our Zoom meeting

Row 1: Mike Simmons, David & Joyce Edgar, Francisco & Clara Matallana* (FL), Gene Olson

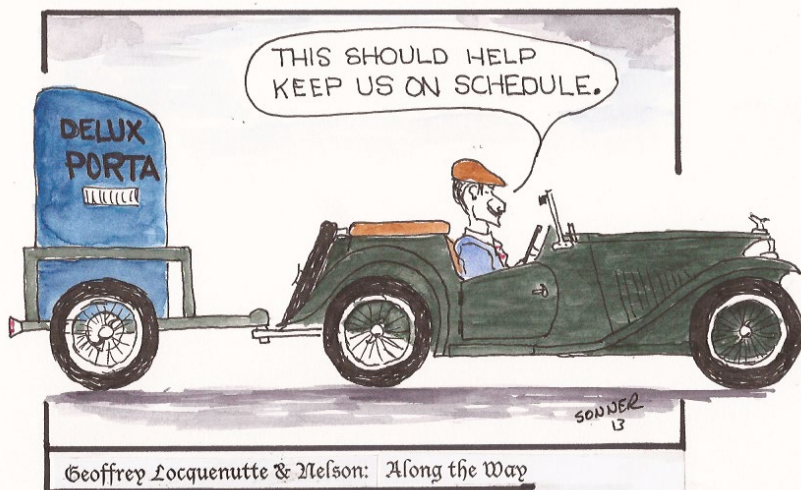
Row 2: Kregg Hunsberger, Pete Thelander, Mike & Wanda Hughes, Richard & Sandra Loe

Row 3: Cliff Lemieux*, Dean Caccavo, John Bowyer (TX), Richard Fritz (CO)

Row 4: Duane Schmidt* (OH), Rob Zucca*, Allan & Linda Chalmers, Karen Olson

Row 5: Steve & Linda Simmons

Note that Joyce Edgar, Wanda Hughes, Linda Chalmers and Linda Simmons were not present when photo was taken.



Club Regalia

TCMG Car Badge	\$25 (\$30 if mailed) members only
TCMG Cloth Patch	\$8 (\$9.50 if mailed) members only
TCMG Lapel Pin	\$3 (\$5 if mailed)
TCMG Lapel Vintage Pin	\$3 (\$5 if mailed)
MG TC Pin & MG Car Club Pin	(inquire)
MG TC Color Specs	\$2 members, \$3 non-members, Postage \$2
TCMG Photo Puzzles	\$15 plus postage (contact Linda for postage cost, design and availability)
Vintage TCMG T-shirts	\$15 for short sleeve, \$18 for long + postage
Modern TCMG T-shirts	\$22 for short sleeve, \$20 for long + postage
TCMG Hoodies	\$30 + postage
TCMG Spark Plug Holder	\$40 + postage

See page 2 for new pull-over regalia item

TCMG embroidered Ball Caps \$20.00 each, plus postage

Just the thing for those sunny Summer days or cool Autumn nights. Caps are available in two styles – Flex Fit with modern style TCMG logo, and Traditional with Vintage TCMG logo.

Modern Cap Features:

- Six panel structured design
- Flex Fit cap with spandex rim band for a comfortable fit
- Modern style TCMG logo on front with our web address on rear
- Available in Charcoal Grey with white logo, sizes SM/M or L/XL

Vintage Cap Features:

- Unstructured vintage-style cap folds easily to store in your back pocket
- Vintage 1950's TCMG logo on front and "Est. 1954" on rear
- Available in tan with green brim or solid black. (gold color on logos varies slightly between hat colors for best visibility)
- Adjustable strap with metal buckle

Specify style and color (where applicable) when ordering. Alternate colors may be available upon request. Inquire for details.



REGALIA CHAIR

Linda Simmons

(see page 2 on how to contact)

Prices beyond our control subject to change
International postage is extra

For more details

tcmotoringguild.org/regalia/ 16