



TC Motoring Guild CLASSIC CHASSIS

June 2026

Proof Reader Contest

Thank you Cliff Lemieux for catching the errors in the draft edition. See what he found on page 15.





CLASSIC CHASSIS June 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

fromMGene



I decided to sell my green TC to my stepson in Austin, Texas. (I don't need to be impeached as President because I have another TC which is almost self-propelled- more later)

My stepson suggested I could have the car shipped to Austin. I informed him this is the TC Motoring Guild. I would MOTOR the car to Austin. After looking it up to find Austin is 1350 miles from me I had some second thoughts. I changed all the fluids, greased everything and replaced the fuel pump. She who must be obeyed informed me there was no way She was riding in that thing across the desert, so I packed it full of spare parts and took off at 6AM.

It was a nice day so I started with the top down. With the sun and wind buffeting, by Redlands the top was up. At the stop I smelled gas and found a slight leak in the fuel hose to the rear carb. Fortunately a little tightening solved the leak. Around Palm Springs there was a dust storm. Blowing sand made it hard to see and sand really stings with no windows on the car, but it only lasted a few miles. Driving I-10 across the desert was ok in the morning. I have an MG Midget 4.22 rear end, so I cruise at 3400 RPM which is about 65 MPH. First gas was in Quartzite, AZ. Car is getting 30 MPG. Phoenix was hot. 97 or more. Lots of traffic. Pretty miserable. I left I-10 to find some 2 lane road. US 60 going east to Globe, AZ. Most of it was very nice, but after Safford, AZ, US 70 has so many freeze cracks in the pavement that the donkey cart suspension was taking a pounding. 45 MPH was top speed. I was happy to get back to I-10 at Lordsburg. Lordsburg was pretty depressing and it was still light so I made a reservation for a hotel in Las Cruces, NM. But as I got back in the car

and pulled the starter- nothing. Took almost an hour to clean battery terminals, check headlights work, but starter barely turns.

Pack the car back up and push start (damn suicide doors) and drove to Las Cruces in the dark. Finally arrived at 10 PM. 752 miles. I was tired.

Checked the starter again, but no joy. Left Las Cruces at 9AM. El Paso is the pits. Lots of traffic and construction, with the right lane suddenly ending. Left the car running to get gas. I-10 through West Texas is hours and hours of dirt and dead weeds. Semi trucks going past at speed limit 80 makes you feel pretty small. Another heavy bump and suddenly the engine dies. No coughing or sputter- just instant death. I am on the side of the road, hours from anywhere. Just weeds as far as you can see. But TCMG people don't quit. Felt like ignition failure, so checking electrical. Headlights work, coil has power, points are getting a spark. It took me a while to notice the center distributor wire was hanging in the air. My coil is mounted so the coil high voltage wire comes out of the bottom of the coil. All the jolting yesterday probably worked the wire loose and one more bump- no ignition. I plugged the coil wire back in, push started the car and away it goes. Finally made it to Austin in the dark at 9:30. My bottom was flat, I am still vibrating, but the car made it. Actually running very well. I could not have done that drive without cruise control (see other article) but these cars are tough and pretty reliable. Drive them!!

Gene Olson

2026 TCMG President

See photos
on
page 6

480-588-8185 www.FromTheFrameUp.com



FROM THE FRAME UP

SPECIALIZING IN TABC HARD TO FIND PARTS

 RESTORATION

 PARTS

 SERVICE





Saturday,

June 20th

4:00pm

Summer Picnic and Meeting



The annual Summer Picnic takes place on Saturday, June 20 at the Simmons Residence. Bring a picnic lunch or dinner and dine in the garden, tour the collection of vintage cars and enjoy the company of fellow TC aficionados.

This is an RSVP event. RSVP information was sent out by mail to local members, and by email to the group. If you need more info, please contact Steve Simmons.

Refer to your mailed invites for location, time and other information.

Note: one Sargent point to anyone who takes their TC on their own picnic on June 20th. Send photo to Steve Simmons to get the point.

TC Birthdays (Build Dates)

June 24, 1948	TC 5835	Bruce & Marlene Larson
June 24, 1948	TC 5850	Doug Pulver
June 28, 1946	TC 1022	Terry & Karin Rogers
June 30, 1948	TC 5890	Pete & Fran Thelander
July 7, 1948	TC 5964	Bob & Judi Eicher
July 7, 1948	TC 5970	Richard & Sandra Loe
July 8, 1948	TC 5994	Warren & Deborah Kusters
July 13, 1948	TC 6013	Russell Jones



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

Happy 78th & 80th Birthdays

Gene Olson's CA to TX Trip



Photos to go along
with Gene's President's
Message on page 3



Catching some shade
in Globe, AZ



Welcome to our Newest TCMG Member

Bata & Rose Mataja

Malibu, California

1949 TC 9544 (Fiat Engine) Dark Green / Med. Green

Welcome



Bata & Rose joined the TCMG right after displaying their TC with our TCMG display at the Queen's English British Car Show

Built to be a Porche Beater (and a successful one at that), Chief of Styling for Porche built this TC to do just that. Swap in a Fiat double overhead cam 1500 engine, some Fiat drive chain and then some Porche

components, and it becomes quite unique for sure. The originality police would have a field day (if they could catch it).

More information on the next page of this issue.

Marin County British Car Show

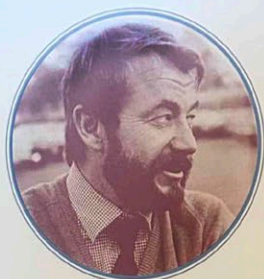


Allan Chalmers sent this photo in of Byron "Blitz" Fox's TC at the British Car Day in Marin County. It's a gorgeous car - green with biscuit. Believe it was the first weekend in June.

1949 MG TC Midget

Built in the office of Porsche's "Chief of Styling"
(The wall had to be taken down to get it out)

Current Caretaker: Bata Mataja



TONY LAPINE

Porsche's Chief of Styling 1971 to 1989

Notable Designs

'73 911 RS, 928, 924, 944 and 959
Paint Scheme for the 917 "PIG"



DRIVETRAIN

ENGINE: Fiat Spyder 124 1438cc

TRANSMISSION: Fiat 5-Speed

DIFFERENTIAL: Alfa Giulietta

PORSCHE PARTS: 917 Pedal Cluster, 917 Transmission Cooler, 906 Steering Rack, Shaft and Dashboard Switchgear

RACING HISTORY

Salzburgring, Nurburgring, Silverstone, Hockenheim, Spa circuits, and Colmar-Berg contest and other hill climbs



Lapine talking to Helmut Bott sitting in the 928 that he designed outside the gates at Weissach.

This car's story began when it was about 25 years old. It caught the eye of Anatole "Tony" Lapine (*pronounced la-PEEN*), the legendary Porsche designer who led the styling department from 1971 to 1989. Lapine's credits include the 1973 911 RS, the iconic 959 supercar, and especially the 928 Grand Tourer, which many still regard as one of the finest GT cars ever built. He was also responsible for the flesh pink paint scheme for infamous 1971 Le Mans 917 "PIG". His legacy, however, may be as a staunch advocate for keeping the 911 alive when management wanted to retire it.

Born in Latvia, Lapine fled the war as a child, learned multiple languages, and developed a lifelong passion for cars. While studying in Hamburg, he first admired an MG-TC and vowed to own one someday. Thirty years later, in the mid-1970s, he finally bought a rough but original example.

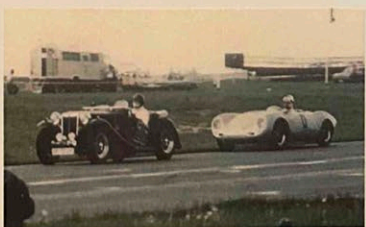
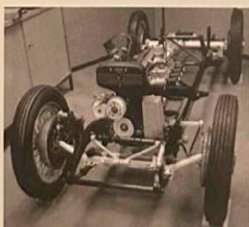
Lapine, his wife Jeanette, and their children immediately dismantled the car at their home near Weissach. Most mechanical parts were discarded. With help from Porsche fabricator Armin Altmann, the chassis was strengthened, the body rebuilt, and a new right front fender fabricated. Lapine designed a complete mechanical transformation on paper before any work began. Then the car was built in Lapine's actual office at the Porsche facility, having to remove the walls to get the car out.

He installed a compact 1.4-liter twin-cam engine from a Fiat 124, fitted with Weber carburetors, custom headers, and a racing exhaust. A five-speed Fiat gearbox, an Alfa Romeo Giulietta rear axle with upgraded brakes, and a modified driveshaft completed the drivetrain. The car received 19-inch Borrani wire wheels for touring and 16-inch wheels for racing.

True Porsche touches included a 917 pedal cluster, a 917 transmission oil cooler, and a 906 steering rack and switchgear. A cold-air intake for the Webers featured a humorous "Safety Fast at Last" inscription and a Porsche-branded filter cloth. All electrics were upgraded to Bosch and Hella components.

Lapine built the MG as a reliable, quick "sleeper" for touring, rallying, and racing. The family competed at circuits including the Nürburgring, Silverstone, Spa, Hockenheim, and Colmar-Berg often with success. After Lapine's retirement, the car passed to his sons before Bata Mataja acquired it, recognizing its special history.

Bata now enjoys talking the MG to British, German and Italian events to get people talking. With its lively performance and charming character, the MG-TC remains a unique tribute to Tony Lapine's creativity and engineering passion.



From Our TCMG Archives

THE  SPORTS CAR

NOW Located at
1320 N. Vine Street, Hollywood
311 S. Palm Canyon Drive, Palm Springs

BOB ROBERTS

1352 Ivar at De Longpre in Hollywood

Steve Simmons, who has boxes and boxes of our TCMG archives, found this among the many interesting items. Anyone heard of Bob Roberts' MG dealership in Hollywood back in the day? If nothing else, was quite the salesman. Describes the TC with ease of handling, lightning acceleration, powerful but smooth braking and dead-true steering, coupled with a degree of riding comfort. Goes on to say stock engine rated at 100 MPH and 400 mile range on fuel tank. Love the claim of "forced feed engine lubrication" ie: oil pump.

MG HIGHLIGHTS THESE FEATURES

SPEED • ECONOMY • SAFETY

SPEED AND SAFETY... The MG's many outstanding features, plus fine workmanship, combine to make it the world's fastest, safest small car. The stock model is rated at 100 miles per hour! Your safety is assured by efficient Lockheed hydraulic brakes and high-g geared cam steering.

ECONOMY... Imagine getting 400 miles on a single tank of gasoline! That's the kind of economy that pleases budget-conscious Americans. Long trips in your MG will cost less—upkeep is cheaper, too. Good workmanship makes the MG an economical car to drive.

SPECIAL FEATURES... Precision and care combine to produce the MG's many fine features—a counter-balanced crankshaft, three main bearings, aluminum alloy controlled expansion pistons, overhead valves operated by push rods, coil ignition, automatic advance, and forced feed engine lubrication.

COMFORT... Extremely roomy compartments—accommodating tallest passenger... Instrument controls at finger tips... includes tachometer (engine.Rev. counter)... large luggage compartment.

Wire spoked centrelock Ridge Whitworth type hubs detachable with racing type caps.

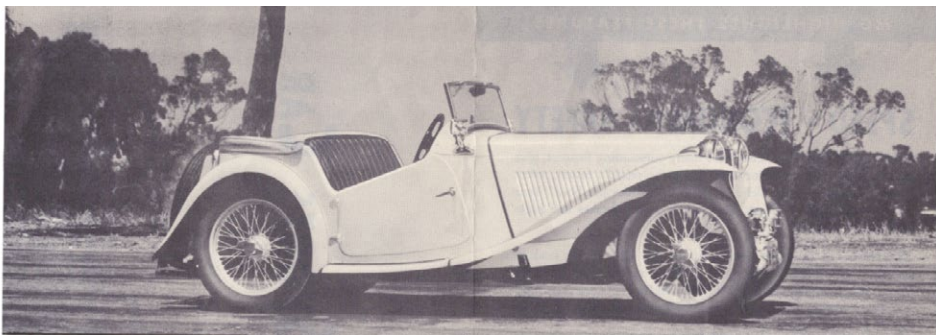
Lucas fog lamps... Windscreen folds flat if desired... and many other features found only in custom built motor cars.

BOB ROBERTS

1352 Ivar at De Longpre in Hollywood

Phones: Gladstone 8374—Granite 7096

NOW Located at
1320 N. Vine Street, Hollywood
311 S. Palm Canyon Drive, Palm Springs



CONTINENTAL SMARTNESS



You will take pride in the gleaming beauty of your new MG. Choose black, Regency red, or Shires green—all HAND FINISHED! And take a look at the handsome genuine leather upholstery in matching colors—more careful and painstaking hand work.

CLOSED CAR PROTECTION

The attractive top gives protection when needed—easy to operate, it disappears completely when not in use.

At your convenience stop in and try a road test in this remarkable MG car. Ease of handling, lightning acceleration, powerful but smooth braking and dead-true steering, coupled with a degree of riding comfort which it would be hard to improve on—all are there to delight the connoisseur of a really good motorcar. You will also want to know about my running mates—the popular priced Morris Sedan, along with the Magnificent Riley & Bristol.

366 Mile TC Test Drive



TC dropping, all of which were from FCMG

Where US 1 begins in Florida.
Ends in Maine at the US-Canada border.

Sloppy Joe's
Hemingways favorite bar



Francisco also posted on Facebook of
part of the trip.-
facebook.com/reel/4617892341830411

On our way from Miami to Key West
366 miles round trip.

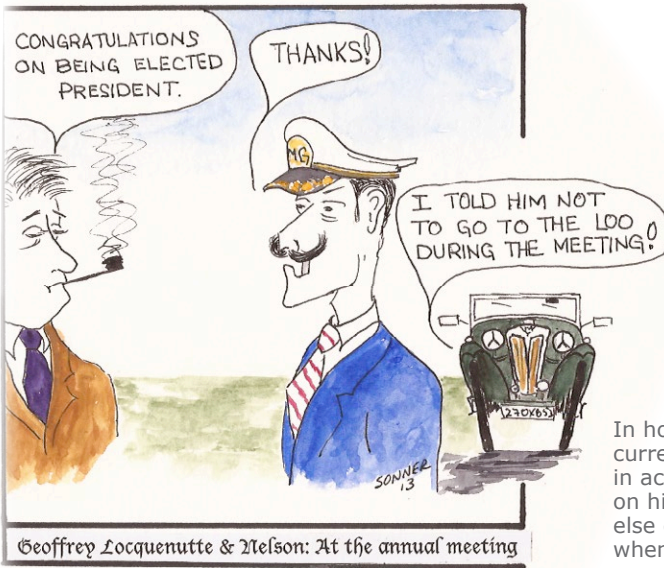
Francisco & Clara Matallana
TC EXU 7603

People's Choice Award

Art Gumbus from Connecticut sent this in.

1948 MG TC #5190 won a Peoples' Choice Award at the May 17th Boothe Park Classic Car Show in Stratford, CT.

There were over 300 cars at the show.



Geoffrey Locquenutte & Nelson: At the annual meeting

In honor of Gene Olson our current TCMG President. But in actuality, Gene volunteered on his own when everyone else diverted eye contact when choosing officers.



BRITISH SLANG LESSON

"Don't teach your grandmother to suck eggs"

You may hear someone more senior in years saying this to a younger person when they feel the youngster is being disrespectful by thinking they can teach the older person something.

May 26th Meeting Minutes

Vice President Sandra Loe called the meeting to order at 6:08 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
Ex Officio – Steve Simmons

Secretary's Report: The board motioned to approve the April 2026 Secretary's Report as published in the TCMG newsletter. 24 total attendees representing 19 memberships were on the Zoom call this month.

Mail: No new mail this month.

Sergeant's Award: Drivers that drove today. Rob Zucca, Cliff Lemieux, George McKay and Francisco Matallana

Treasurers Report: We skipped the Treasurer's report and membership update this month as we anxiously await Joyce's return.

Programs: Today's program was provided by your club Secretary. **Rally Survival Guide.**

Dean has been attending rallies for forty years. Typically two or three day events that range from friendly drives to structured timed events. This light presentation will encourage members to look for events, prepare for eventualities and learn how to enjoy the experience.

The presentation will be available via download to club members.

Events:

Gathering of the Faithful (GOF) in Flagstaff, Arizona, May 11th through the 15th is now in the past. Several members attended we should be receiving a complete report in the near future.

June 20th is the date for the **Summer Picnic** meeting in Thousand Oaks. This will also double as the June official club meeting.

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

October 3rd through the 6th is reserved for **Conclave in San Luis Obispo**. More details will follow.

Old Business: None

The Member Directory was published and available for download.

New Business: New regalia item of fleece pullovers are now available in several colors for initial order. After that they only will be available in Heather Gray. Get your pullovers now if you want the black or navy colors.

Sandra adjourned the meeting at 6:28PM.

Dean Caccavo

2026 TCMG Secretary





22 members in photo
19 Memberships

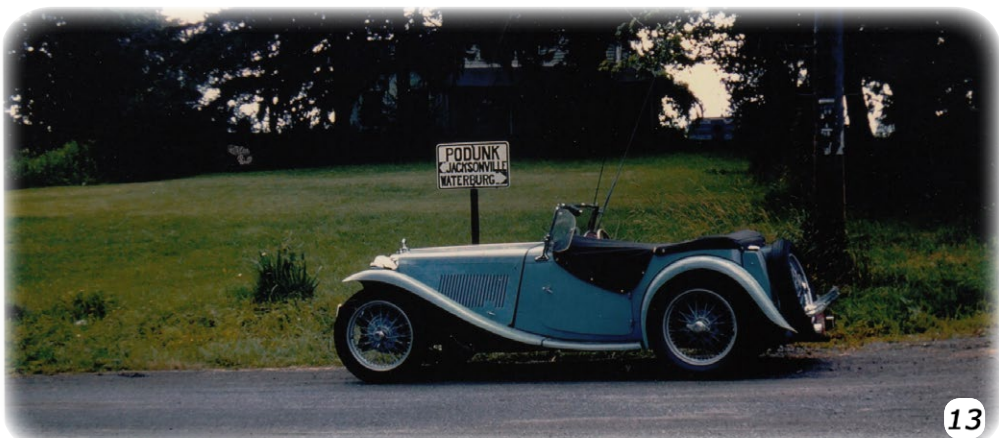
- Row 1: Cliff Lemieux*, Steve Simmons, John Bowyer (TX), Curt & Jan Sorensen
- Row 2: Richard & Sandra Loe (MO), George McKay (MI)*, Dean Caccavo, Doug Schrippa
- Row 3: Pete & Fran Thelander, Francisco Matallana (FL)*, Mike Hughes, Rob Zucca*
- Row 4: Kregg Hunsburger, Jonathan Lane (CO), Patrick Arnett (FL), Duane Schmidt (MD)
- Row 5: Brian Kemper (BC), Richard Fritz (CO), Allan Chalmers

Carla Matallana not in photo

Note that there was a report that 24 were reported at the meeting so not everyone is shown in above photo.

* indicates who drove their TC day of meeting

Richard Frits sent this photo of his TC. Said his TC has been to both East and West coasts. This shows it at PODUNK. Jacksonville to the left and Waterburg to the right. Photo was taken in upper New York state per Richard.



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/ 14

Cover Photo and Mistakes Found in Proof

Cliff Lemieux is the winner of coming up with the most mistakes found in the proof copy of our June newsletter. Hence the photo of his TC on the cover.

He wrote:

Thanks for coming up with the contest. You succeeded in keeping Joyce on my mind during the time I read and reread the draft looking for your “mistakes.” It was worth the time.

Here goes: MISTAKES

Page 2: “...regalia on page 16 ...” Issue is only 14 pages long.
Dean Caccavo lost his “& Ex Officio” title *
“misuse” is mis-spelled

Page 3: 2nd Paragraph: “step-son”

3rd Paragraph: “City, ST” should have commas at four separate places.

4th Para: “I-10 though” should be “I-10 through...”

“power points...” should read “power, points ...”

“distributer” is misspelt

“Drive them” needs punction, preferably “!!”

Page 5: “4:00pm*” -- no reference for “*”

TC Birthdays list shows TC6447 out of order **

Page 9: Top of page heading does not apply

Page 11: “actuality” ----- “actuality”

Page 12: “Edger” [Note to Editor: NEVER, EVER misspell your wife’s name; trust me] [Ed. note: good catch. I really didn’t type out the minutes, I just pasted them in.]

“Secretaries”

“Driver’s”

* Actually Ex Officio shouldn’t have been there in the first place. Steve is our Ex Officio this year.

David, thanks for the diversion..

Cliff

** I’ll blame that on the British. They list dates as day/month/year and these are listed as month/day/year. So TC 6447 was built on 9/7/48 but the British list it as 7/9/48 (so shouldn’t have been on this issue’s list at all).

We had two other members that caught some errors.

Tom Miller also noted the step-son error and wrote that he was glad to help out.

Allan Chalmers pointed out the mis-spelling of Porsche (Porche) on the image of the display board for TC 9544 on page 8 - second line from the top. While that was not a typo on my part, I was able to manipulate the photo in Photoshop to fix that.