



# TC Motoring Guild CLASSIC CHASSIS

*February 2026*



*Linda Simmons behind the wheel on her inaugural solo run in her TC as she heads to the Lame Duk Event*





# CLASSIC CHASSIS February 2026

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**May 11-15, 2026**

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**GoFWest.org**

**GoF West Gazette** is also  
available to  
download. Click  
on image on left  
to view.

Eight TCMG  
members are  
featured plus our  
club is as well

## TCMG Officers and Chairs for 2026

President	Gene Olson
Vice Pres.	Sandra Loe
Sec & Ex Officio	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

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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)

# fromMGene



Just read an article about how AI (artificial intelligence) is taking over the world and will eliminate millions of jobs. Self driving cars (Waymo) will eliminate Uber drivers and truck drivers. AI can already diagnose some disease better than doctors. AI will replace lawyers, accountants,

insurance writers, movie script writers, actors, etc. Elon Musk is building robots to do household chores. SO GET OUT AND DRIVE YOUR CAR BEFORE SOME ROBOT COMES INTO YOUR GARAGE TO TAKE OVER!



Actually, I am happy to assure you we are safe. Not bloody likely any young punks are building robots to fiddle with SU fuel pumps or file old points. So enjoy it while you can.

*Gene Olson*

2026 TCMG President

## *New TCMG Website Under Development*

Watch for our new TCMG website design. Work is being done to create a new look on our website and is under development. Steve is excited about that and hopefully will make it easier for him to maintain. Thanks to Mike and Steve Simmons for taking on this upgrade.

Same URL address to get to it once it is up and running so nothing that you have to do different to get to it.



Current home page of our website as it appears now

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



# *FROM THE FRAME UP*

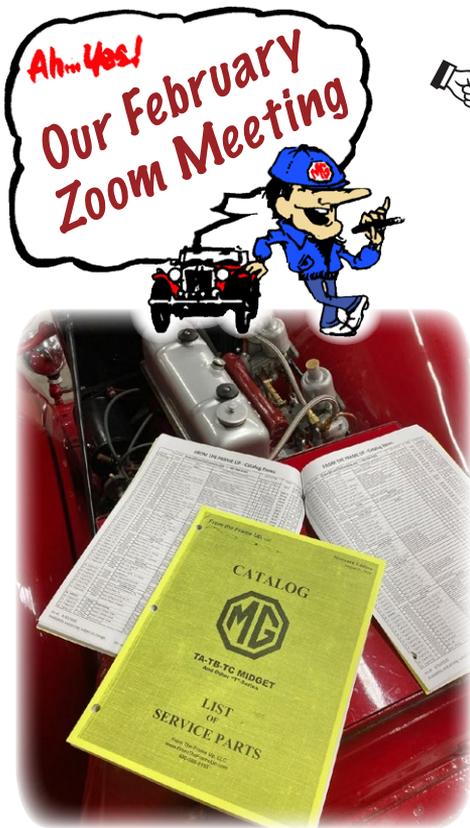
*SPECIALIZING IN TABC HARD TO FIND PARTS*

 RESTORATION

 PARTS

 SERVICE





**Tuesday**  
**FEB. 24th**

**6:00pm \***

**From the  
Frame Up  
Shop Tour**

TCMG member, Doug Pelton, and owner of From the Frame Up will take us on a tour of his shop and explain the different aspects of the services and parts he provides to keep our TCs going as well as seeing current work going on. Should make for a very interesting program. Program will follow our business part of the meeting (which usually does not last that long).

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

Link below is for the Zoom meeting on February 24th

[zoom.us/j/6234447498](https://zoom.us/j/6234447498)

## TC Birthdays (Build Dates)

Feb 14, 1946	TC 0465	Jeff & Stacy Law
Feb 23, 1948	TC 4861	Blitz & Mary Fox
Mar 2, 1949	TC 8085EXU	Dennis & Christopher Markwich
Mar 3, 1948	TC 4923	Michael & Wanda Hughes
Mar 17, 1948	TC 5058	Michael & Jody Whalen
Mar 21, 1949	TC 8230	Richard & Judy Storms
Mar 24, 1948	TC 5108	David & Joyce Edgar
Mar 24, 1948	TC 5120	Jim Yergin



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

**Happy 77th, 78th & 80th Birthdays**



Geoffrey Locquenutte & Nelson: On the Road



## 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.

## 2026 TCMG Directory Due in April



Our new 2026 TC Moting Guild Directory is being updated to include new members, dropping non-renewals and updating information that may have changed.

If you have changed TCs, added or dropped a TC, have moved or changed phone numbers since the last directory, please let us know so we include those changes. Send to David at email below.

Can't find your copy? Ask David to email you a copy of current directory so you can view it and see if changes need to be made.

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

**Thank you!**

Note that we do not post our directory on the internet to prevent internet bots from mining information and to safeguard your privacy.

# Lame Duk Kup Event



Four TCs for the event this year.

Our 2026 Lame Duk Kup Event was on January 38th (aka February 7th) this year and everyone who attended came in a TC, so no moderns to report. Linda Simmons brought out her TC for her very first solo run in it. Rob Zucca was in his TC, plus Cliff Lemieux with daughter Jill was also there Mike Simmons with great grand daughter, Ashley Kreuper (13) rounded out the attendance list to see who would take home the Duk this year. In the end Cliff had the lowest golf score and his name will be added to the trophy for eternity.



Jill with her dad, Cliff while he works out the angles on the next hole.



Rob scooches off the course while Mike prepares his drive to the hole.



Random kid who was all smiles when he was asked if he would like to sit in the TC



Beautiful grounds made for a pleasant morning.



Cliff Lemieux with the prized Duk to take home



TCs wait patiently in the parking lot while owners were beating up little golf balls

Thank you Linda Simmons and Jill LeMieux for the photos.

## Veni, Vidi, Vin Malun Est



Rob Costello

For those that don't speak Latin, the title, translates to "I came, I saw, the VIN is bad." Roman chariots did not have VIN numbers, but if they did, this is what Caesar might have said (if the title on his chariot was based on the branding of one of his horses.) It is not uncommon to come across a VIN on a T Type, or (for that matter, any other British car of that era) which is based on the engine number.

In the modern era we have come to expect that the VIN should be based on the chassis number. This practice started in 1955 when US manufacturers began by creating VIN numbers and printing them on a plate on the bulkhead or other areas on the body. In 1969 the US standardized a 13 character VIN, which was expanded to 17 characters in 1981. Other countries have other similar standards.

What do you do if your title reflects the engine number and your engine fails, requiring a different block? Most T-Type owners simply apply the old octagon to the new block and call it a day. A mismatch runs the risk of attracting bureaucratic ire which could result in assignment of a salvage title. Title difficulties are problematic when trying to sell a car.

The TC I recently acquired fell into the category of those using the engine number. Remember, prior to 1955, there was no standard. People used engine numbers, chassis numbers, and maybe even phone numbers of old girlfriends if they were scratched into the right place.

Mine was titled XPAG 2044. The prior owner confirms this went back at least until 1967 in Indiana with ownership by a college student, and more likely since the day it was imported to the US.

That being the case, I went on a quest to have my car re-titled. The Illinois DMV suggested that I start by going to the State Police and asking for a VIN verification. I showed the car to an officer, explained the situation, and showed him the T Type Factory Production Records printout of the VIN and engine number for my car. I

showed him the stamp on the dumb iron. I explained that the British have a good reputation for record-keeping (so much that I can find records of my ancestry going back to the time of Henry II).

 <b>T Register Factory Production Record</b>	Chassis No. <b>TC1415</b>
	Original Engine No. <b>XPAG 2044</b>
	Build Date <b>19/09/1946</b>
	Production Car No. <b>TC/1415</b>
	T Register Note
	

They explained that there is a risk in requesting a change, no guarantees that the DMV will handle it correctly. I told them I was willing to accept the risk.

Yesterday I received my new title. About six weeks in the making. I now have a title which reads TC1415. The cost was \$50. Illinois DMV Form VSD 43.8. If anyone wishes to try this for their car, I highly suggest showing them the factory record website. Bring a printout. Pictures are everything. Veni, Vidi, Feci (I came, I saw, I did it).

*Rob Costello*

## TCs Trading Hands



1946 TC1415 XPAG 2044 Red / Black

Robert & Susann Costello sold their black 1948 TC and bought Greg Hoeft's red 1946 TC this past year. Rob prefers calling it a 1947 for personal reasons though. Greg was a TCMG member but is dropping out due to some life changes in the family.



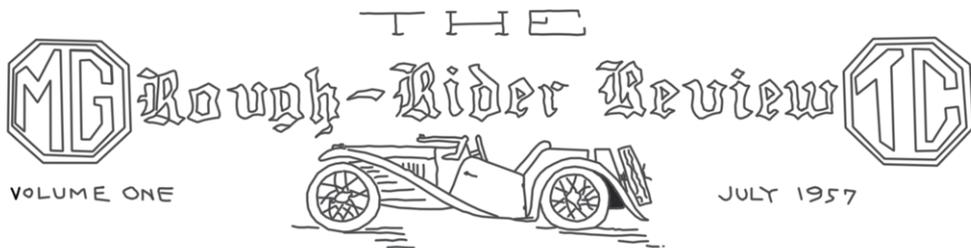
Rob & Susann



TC 7556 that Rob & Susann sold



The following is the first newsletter the Abingdon Rough Riders put out in 1957. Including it here as it talks about the history of our ARR/TCMG Conclave which occurred in 1957, which means this will be the 70th anniversary of our conclave. Time line wise it appears the story below begins sometime before August in 1956.



## A SHORT HISTORY OF THE ABINGDON ROUGH RIDERS

The whole thing — the idea of a T.C. club started rather spontaneously when, last spring, 5 T.C. owners went for a ride together in and around Marin County. The sight of five T.C.s together evoked such comments as “Five T.C.s in a row What a sight.” Even John Fox of Cooper and Lotus fame was overheard commenting nostalgically about the “days when.”

A few weeks later while coming back from the races at Buchanan Field, Helen and Jack Vandermale came upon Lucien Remy and the Winkelmanns in their T.C.s, and in the ensuing conversation the idea of a T.C. club was mentioned.

It sounded like a wonderful idea, so Lucien Remy, who is our now our president, ran an ad in the S.F. News and Chronicle proclaiming...

T.C. OWNERS - ATTENTION  
Interested in a T.C. tour through  
Sonoma County on August 26th?  
Contact L Remy, 54 Magnolia, San Anselmo

Fifteen people responded to the ad and arrangements were made for 30 people to eat at the Top-O-the-World Ranch in Sonoma County and to tour a winery in Sonoma. The eight, or actually seven, cars which showed for the event were the group around which the Abingdon Rough Riders was formed. The start of the tour was enlivened when Dr. Cantou pulled smartly on his starter cable, only to have it

come off in his hand. After suitable repairs, we were on our way. One more T.C., the Vandermales, met us in Petaluma to make the total eight cars. Besides the latter, we had Mr. and Mrs. Fred Becker, Mr. and Mrs. Paul Carroll, Dr. Jean Cantou, Ed Lang, Lucien Remy, Ron Ruby, and Mr. and Mrs. Bob Winkelmann in the group.

The tour had begun near San Rafael. It followed city streets through San Anselmo, Fairfax, and eventually wound it's way along the back roads of Marin County to Petaluma. We stopped there to rest and wait for Helen and Jack. A kindly (and forewarned) police officer opened the traffic signal so we could get through all at once, and we were on our way to Sonoma and wine.

After the “Valley of the Moon” heat, the cool darkness of the winery was wonderful. “We walked between walls of wine.” After the tour we “tasted” (excuse me, guzzled) samples of the fine “SS” brand wine. The tour (driving again) progressed up to the “Top-O-the-World Ranch” on a road which has to be driven to be appreciated. It follows an old Indian trail — the path of an old Indian after a night of “Fire Water” at Bill Flynn’s bar. Bill runs the Top-O-the-World Ranch, and has a bar filled with fabulous old junk, and for this one afternoon, T.C. owners trying to catch up with the old Indian. Sometime later dinner was served. Not even hungry T.C. owners

*(continued on next page)*

could eat all that good food!!! (Present plans point to making this an annual run, so eat lightly the second half of August!)

The run back down was over a different route (different Indian) but the same type of road as the ride up with a beautiful view of the valley. One car lost his exhaust system and ended up wiring it to the headlight and door handle. The car was promptly dubbed "ole 99" and Ed Lang became "Barney II"



Photo from the very first event.  
Remy in the first TC

A formidable mailing list was built up after this initial event by stopping cars on the street, leaving notes on windshields, etc. About 50 cards were mailed out for a tour to the Cobb Mtn Hill climb, but only four showed up. The Vandermales, Lu Remy, Al Lithgow, and Emery and Jackie Leibrenz. We drove to the hill in a group (after an unpleasant encounter with a female Army nurse in a pretty Jag coupe. You know the type). We drove up the hill together too, all except the red T.C. of Lu Remy, whose fuel pump points were shot. A fingernail file and a technical assist from the Sports Car Center solved this one. While here, we watched Bob Winkelmann drive James Orr's Devin Panhard up the hill to a class (first in classes H, G & P) win and seventh overall. One 1500 T.C. had raced Saturday and blown up so Prue Crosby's T.C. was sitting on a trailer for the ride back.

The race at Sacramento was to be the third and next event. Four cars again began to put the blanket of gloom over our plan, but we drove to the race anyway. Two more T.C.s were already at the race, and we were to meet them later. The ride from

Vallejo to Sacramento was unusual only when Bob Winkelmann "cleaned up" on an over-ambitious VW (one of those "crawly things") and the "bonnets up" ceremony was performed on Paul Carroll's T.C. at a Giant Orange stand.

After the race, we met Boone Crow and drove along the river road. The group of us stopped at a small fishing resort for a swim and refreshments. Later, in the bar, it looked as if we might have to fight our way past a couple of belligerent fishermen (No fish, boys?) but nothing came of it. We left and roared off into the night on our way home.

It was at this event that it became evident that we needed a formal club if we were to keep going. We were, as far as we knew, the only organized T.C. group in the U.S. We were unaware of the fact that a formerly defunct T.C. group was re-organizing in L.A.

The 26th of November 1956 was the date upon which the "Abingdon Rough Riders" (a name suggested by Bob Winkelmann) became a reality. We held a charter member's meeting at Paul Carroll's house and discussed matters of policy, purpose and by-laws. The constitution and name were voted and approved. Dr. Jean Cantou provided a meeting place for us at the Pacific Rod and Gun Club. A meeting was planned for December for all interested parties. Since our mailing list was at nearly seventy-five, we hoped for a good turnout. The meeting broke up and four cars went to have coffee. We all felt quite proud of ourselves and our exuberance overflowed in the form of a "drag" with a big Jag. Luckily we had two member cars with us and the two of them proceeded to beat the Jag to "turn one" onto the Golden Gate Bridge. The Jag lost it in the turn with Winkelmann on his rear bumper and Leibrenz passing him on the outside. No damage, except to the Jag owner's pride.

The night of December 22 made all the previous work worthwhile. Twenty T.C.s

*(continued on next page)*

showed that evening. Such a sight to behold. T.C.s all over the place. Needless to say it was difficult to get away from the cars and into the meeting. The officers elected at the charter member's meeting were introduced: Lu Remy, president; Paul Carroll, vice-president, Emery Leibrenz, treasurer; Helen Vandermale, Secretary; and Bob Winkelmann, activities coordinator. The aims and purposes section of the constitution were read. Plans for a January event were discussed. After the meeting closed for coffee and donuts, Boone Crow showed a few color slides of cars (and curves).

The January event was a ride to Occidental



Photo from the very first event. Winkelmann, Remy, Vandermale at this end of the table, l-r

in the Russian River area. Twelve cars showed at the various meeting areas and for this day the M.G. "all weather equipment" was in order. The weather would not cooperate with alternate rain and sun. The tour took us over the side of Mount Tamalpais to Stinson Beach along the coast and then inland to Occidental for dinner. At one point we ran into a rally put on by a San Francisco club. Since we were running exactly backward to their rally, and a rare sight anyway, we confused the check points and ralliests no end. We arrived at the Union Hotel for dinner and parked all the cars in a row. Later four more T.C.s showed up making a total of 16 cars. A short meeting was held after dinner and Stan Peterson presented Glen Wilson with the "order of the bronzed ring gear" in the form of a lamp base. This was in recognition of his unfortunate accident on the way home from the December meeting ("Gosh, Stan, I'm almost speechless!")

We left after dark and took the easy way home on U.S. 101. A few cars got lost, but all made it home OK. A few of the group stopped a Lucien Remy's house for coffee.

We met at the rod and gun club on Feb. 24th for some business and talk. We decided a tour to the Stockton races and talked about the badge. A deadline of next month (March) was put on deciding on the badge. A vote was taken to determine what events were agreeable to the members and tours came out on top. The meeting broke up for coffee and donuts and movies of the "Mexican Bash."

The east bay group got together to plan the ride to Stockton and we met in Walnut Creek all 15 of us. Three of our cars were already at the race, either working or racing. During a lull between races the club got together and drove around the course in a long line while a kindly (and knowledgeable) announcer gave us quite a buildup. After the race was over we drove to Lafayette for dinner. We broke up after dinner for the "last miles" home, bed and dreams of finding a 1947 T.C. with 235 original miles sealed in plastic in some old ladies garage.

It seems in March old mother earth disturbed by so many funny old M.G.'s running around her San Andreas fault up and shook herself and in doing so incapacitated our meeting place. So our March meeting was held at the "Whiffenpoof" on Ocean Ave. Between beers and Elvis Presley we decided on a badge, formed a committee to check on and arrange a gymkhana, and talked about how fast a 1500 T.C. will go.

Sunday, April 28th saw the Rough Riders on their way down the coast to Half Moon Bay. We left the Cliff House about 9:30 A.M. and followed the water. We ran into some traffic about 9:30 including an irate Dodge owner (damn little cars) who would not let us pass gracefully . . . ha.

The usual spectacular views on highway one were enhanced by the sight of eight

*(continued on next page)*

T.C.s winding along the cliffs and towns. We ate lunch on the beach and tried to swim (Gad, what a surf!). And of course got sunburned. We also saw a flying saucer. Pete Hoffman demonstrated how all the rumors got started with a metal pie plate. I never saw a pie plate fly like that. Must be magic.

A leisurely pleasant day was enjoyed by all including a new member, one Angelo Centreras. Angelo has the most unlikely of all occupations for a T.C. owner. He drives a municipal bus in San Francisco. I wonder if he drives his T.C. home after work?

The ride home was unusual in that we ran into the worst traffic jam in the history of the world. It was so bad that it got to be humorous. One T.C. belonging to Rod Soone burned out a wheel bearing and had to be left behind to be repaired and retrieved the next day. Rod and Winnie rode home "ala driveshaft." It was dark before some of us got home, but we all finally made it.

The month of May saw two major sports car events on the same day. The Santa Rosa races and the Mount Diablo Country Club Concours. Both occurred on the 19th of May. With the split of our loyalties, we saw eight T.C.s at the race and four at the concours. Those who went to the show saw a "square" T.C. from So. Calif. Everything on the car is square.

Those who went to the race saw "Winkelmann" achieve a real victory. Saturday Bob won the stock M.G. race beating the unbeatable Cmdr. Morrow Decker and Sunday taking third in Class C Production behind two Alfas (Marion Low who was leading in another Alfa disqualified herself for a push start).

Bob's victory and this in an 11 year old car, made it possible for the rest of the T.C. owners to hold their heads up in traffic. The group at the race also saw Stan Peterson's M.G. special racing. Stan's "backyard bomb" is a very potent performer and showed it's oversize taillights to some oversize machinery.

Unfortunately Stan retired with mechanical difficulties.

The one way out Santa Rosa course led us to break up there and not try to stay together on the way home. I didn't leave until after the race was over for three hours and the traffic was still heavy. Bob Winkelmann tells me that even after the Bar-B-Que at the course the traffic was start-stop to the highway. Bob started but didn't stop on one occasion . . . one slightly bent T.C.

This is a very short history of the ten events of the Abindon Rough Riders. These events are past history of the club and therefore important only as memories. The important event is always the coming one and each coming one requires work and time. Even the arrangement of a simple meeting is not so simple

There is a very ambitious project underway now to be discussed in the near future, that of a combined event with the Los Angeles club. This is probably the most ambitious of our events so far. And it needs lots of work. Anyone who knows the road from here to about San Luis Obispo can help by planning restaurant stops, gas stations, and parts houses whereabouts (Reservations?) Any ideas?

=====  
*It is unclear who the author of this was but possibly Bill Fieldhouse, but only a guess. Also, Vandermale was sometimes written out as Vander Male. Went with Vandermale here to be consistent.*



Postcard found on the internet of  
Top-O-the-World Ranch

# January 27th Meeting Minutes

Vice President Sandra Loe called the meeting to order at 6:08 PM.

Newly elected Board members assumed their roles for the first meeting of 2026. The 2026 board is as follows:

**President** - Gene Olsen

**Vice President** – Sandra Loe

**Secretary** – Dean Caccavo

**Treasurer** – Joyce Edgar

**Director** – Malcolm Buckeridge

**Director** – Rob Zucca

**Steve Simmons** – Ex Officio

**Secretary's Report:** The board approved the December Meeting Minutes as prepared by Rob Zucca with no changes.

**Treasurers Report:** Joyce Edgar shared the final proposed budget for 2026. It was reviewed by the new board and approved. She also shared that the club received a nice thank you note from DSF Werks in Long Beach (the club's charity selection for 2025) for a cash donation in excess of \$4,000 and tools for the students who are aspiring mechanics. The club also extended

a formal thank you to Linda Simmons for hosting the annual holiday party.

Joyce posted the months financial on screen for all to view.

**Events:** Steve Simmons reported that the next club event will be the Lame Duk on February 7th. The group discussed holding Conclave in San Luis Obispo the first weekend of October. Date TBD. Members were encouraged to attend Queen's English in Woodley Park, San Fernando Valley on March 27th.

**Programs:** The next program will be on February 24. Doug Pelton will host a virtual tour of his business, From the Frame Up.

**Old Business:** None

**New Business:** None

Sandra adjourned the meeting at 6:47PM.

*Dean Caccavo*

Dean Caccavo, 2026 TCMG Secretary



Cliff Lemieux\*, David Edgar\*, Doug Schirripa, Curt & Jan Sorensen, Dwane Schmidt (MD) Pete & Fran Thelander, Richard Fritz (CO), John Bowyer (TX), Doud Pelton (AZ), Richard & Sandra Loe (MO)

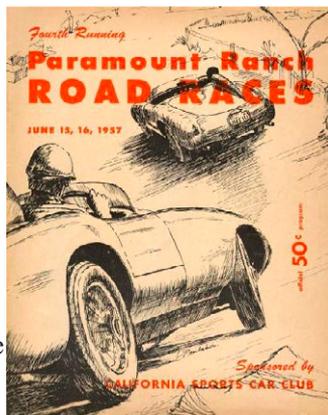
Dean Caccavo, Karen Olson, Kregg Hunsberger, Rick Starkweather (NC), Joel Taylor (NV) George McKay (MI), Francisco & Clara Matallana (FL), Rob Zucca\*, Allan Chalmers, Joyce Edgar Mike Simmons, Linda (Steve\*) Simmons, Bryan Kemper (BC), Jonathan Lane (CO)

# Paramount Race Track

Dan Shockey wrote an article on the Paramount Ranch Race Track that was featured in the February 2026 issue of *The Octagon* (Newsletter of the M.G. Owners Club). It is pretty good if you get a chance to read it. And last July, TCMG had a program at it's meeting on the course and lots of photos from Steve Simmons and Dean Caccavo. The following are some excerpts from Dan's article to entice you.

In 1927, Paramount Studios purchased a 2700-acre ranch in the Santa Monica Mountains. Located between Malibu and the Conejo Valley, Paramount used the ranch to create a variety of large-scale movie sets. The site is now a National Recreational Area and easily accessible from Highway 101. In 1955, Paramount decided to add a racing track to diversify the site and the track layout was designed by the great Ken Miles. While popular, the track was short lived and closed in 1957 due to accidents. As for the circuit, some parts still remain, but the surface is in a very poor state now and the bridge was

torn down after fire damage. The racetrack is overgrown with grass but you can still see the banked curves and part of the straightaway next to the main parking lot. TCMG visited there in 2009 and parked six TCs and an MGCGT on the course.



Above: two of our TCMG cars by the bridge in 2009 and the same bridge in 1956. Low spot got filled in some.

## FRANKLY, HE'S SQUARE!



**Y**ou can look around almost any Concours D' Elegance in the Southern California area and immediately see a group of spectators mobbed around one particular entrant. This gathering is referred to as the "square circle".

Dead center, you'll find Frank "The Square" Mason (he's the one in the bermuda shorts and smoking a cigar) and his famous MG-TC (It's the one with the square accessories and attractive girls mounted on the fenders).

Frank, alone, has managed to hammer down, turn, twist, stomp on and weld metal and chrome until it has four corners and can replace one of the run-of-the-mill items on his car. Say the engine, for instance. Not the entire engine, mind you, just portions thereof. His madness for a square look can be explained. Although psychologists recently indicated a square signifies intelligence, Frank pooh-poohs this theory. His reply - "Can I help it if I like being different?"

His many friends shower him constantly with rare square gifts. Leading the list of unusual, are a square donut, complete with a square hole, specially made square eye glasses, a black square birthday cake, and it is now rumored that someone is building him a square hula hoop. A complete stranger (occupation - motorcycle officer) chased Frank through the streets of his hometown, Long Beach, a few weeks back. Frank finally felt defeated, pulled over, but instead of the expected citation was handed a rare square foreign coin. The officer explained he had been saving it just for this occasion.

The TC's career has been the longest lived and most glamorous of all Concours entrants. It debuted back in 1953, at one of the first shows" of this type ever held in L.A. It has "picked up" 37 trophies to date. Very rarely, it has gone home awardless, but this is where the owner is the true winner. Rather than throwing nuts and bolts at the judges, he smiles and says, "Trophies catch dust anyway. I've had a lot of fun. What else is there?"

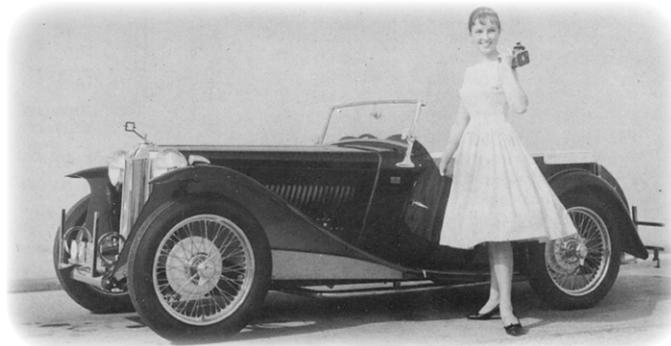
This charm is the reason Frank has more than one fiance displaying his square chrome engagement ring. Neither do the girls seem to mind they aren't alone, or that the rings are actually parts of towel racks.

Many more adjectives could be listed here to describe this colorful"beepnik." Lack of room for printing all of them leaves me with one suggestion. Meet him in person and if by chance you get the wild idea that

he should have square wheels on that TC, you might suggest it. There's every possibility the day will come when Frank has this difficult request worked out. Let's face it - as an all a-round square, he's the King of Boxville, U.S.A.

By Dolores Montgomery

*Taken from 1960  
Le Cercle Concours  
D'Elegance Yearbook*





## Classic British & Jaguar Parts



**Shop Online at [MossMotors.com](http://MossMotors.com)**

# Club Regalia

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

## 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/](http://tcmotoringguild.org/regalia/) 18