

# TC Motoring Guild MIDGET CHASSIS

A Publication by the TC Motoring Guild, Inc.  
Editor - David Edgar

## Playing with Perfection

Now we all love our TCs pretty much just the way they are and that is why we bought them. But just for fun let's see what can be done by distorting a couple TC photos.



Wanna drag?

- Feb. 22<sup>nd</sup> TCMG General Meeting, 8:00 pm 
- March 1<sup>st</sup> Early Registration Deadline for GoF West 2005
- March 10<sup>th</sup> Midget Chassis Deadline
- July 11-15 GoF West 2005

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## The Midget Chassis

Published in Southern California by the TC Motoring Guild PO Box Number 3452 Van Nuys, California 91407

The **Classic Chassis** is our main news publication put out semi-annually. The **Midget Chassis** fills in on the "off" months

All contributions: articles, letters advertisements, and captioned photos should be sent to:

The **Classic Chassis** c/o David Edgar 1454 Chase Terrace El Cajon, California 92020

email: [djedgar@pacbell.net](mailto:djedgar@pacbell.net)

**Deadline for next Chassis newsletter is March 10**

# Thelander TC hatter



The first meeting of the new year was held as usual in the bank basement community room in spite of the recent rains having flooded the place. It was a bit of an "under construction" atmosphere, but in true Guild spirit, we gritted our teeth and carried on. The weather must have deterred some of our stalwart regulars, but Gene Olson did arrive before we adjourned to give a rundown on events for the balance of the year. (He had forewarned me in an email that he wouldn't be there til 9:00 pm.) Besides the several "traditional" events, he had several new ideas to propose. I think we can look forward to an exciting program of events.

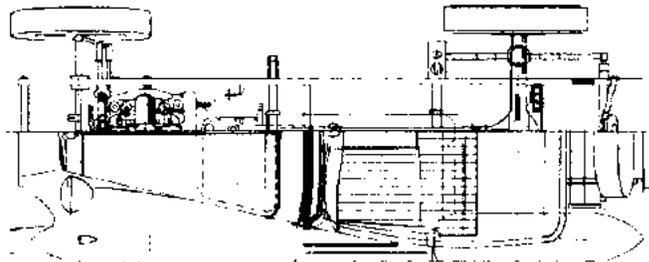
The traditional Lame Duck Kite Fly will be history by the time you read this, but as I sit here looking at the weather, I hope it won't be too wet to get any kites off the ground. We may be headed to an early dinner at the King's Head. Oh, well, what could be more appropriate than a good dose of English weather for a change from all this California sunshine.

I have been in touch with Allan Chalmers concerning the Conclave and he tells me it has to be Oct 7-9 so that Dwane and Barbara Carlson can attend. As I believe they are probably the only ones to have attended all of the Conclaves, I think it appropriate to do our best to accommodate them. So put those dates on your calendar now and we will go to work on finding a site. Allan also mentioned that next year will be the 50th Conclave and we are planning on returning to San Luis Obispo, the site of the very first Conclave.

This wet weather can't last forever, so look for the change and be ready to get you TC out just as soon as the sunshine returns.

*Pete Thelander*

Our advertisers are also posted on our TCMG web site [tcmotoringguild.org](http://tcmotoringguild.org)



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## TCMG Lame Duk Kite Fly



Joe rubs the Duk for good luck. It must have worked because he had 3 great friends standing by (Bob, Jon & Ron).



Doug Pelton, Joe, Gene and Jon & Betsy



The reason Doug Pelton came out from Arizona was of course to just fly kites with us. Well that and to also visit Joe Douglass and pick his brain and take a zillion photos of Joe's almost completely original TC EXU. Doug recently bought two EXUs and is doing extensive research to build one up as a show car so Joe and his TC proved to be a very valuable source of information.

The Lame Duk Kite Fly is our traditional first event of the year and always held in late, late January (January 44th this year). A full report will go into our next issue but courtesy of Doug Pelton, who came out from Arizona, we have a couple pictures to share with everyone this issue. There were four TCs out (Joe Douglass, Gene Olson, Jon & Betsy Lutz and Thelander's TC).

Weather turned nice for the flyers and everyone had a delightful time.

## TCMG Membership Renewal

# DUES ARE DUE

Renewal of dues is going great. As of publication date of this issue about 2/3 of us have renewed. Thank you for joining up for another fun year of TC ownership. For those who have not yet renewed a reminder slip is inserted here in their newsletters.



# Tuesday, Feb. 22<sup>nd</sup>

8:00 PM

## "Oil Pump Rebuild" by Butch Taras

Butch has had a great deal of experience in oil pump rebuilds as well as distributor rebuilds and gear change outs for the MG TC & TD. Bring your questions and get knowledgeable answers. Bring your pump or distributor and see if Butch can help you out with your questions..

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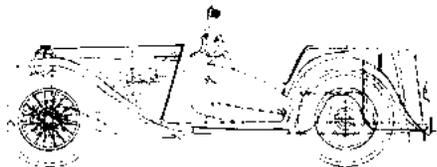
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## Two More New TCMG Members

Please welcome our newest members to the TC Motoring Guild Please make the addition to your directories.

### Toth, Ron & Helen

13961 Stroud Street  
Panorama City, CA 91402-6515

phone: 818-780-9520

Email address: (forthcoming)

1948 TC ???? XPAG ???? Red/Black

### Messer, Dick

2015 Highland Drive  
Newport Beach, CA 92660

phone: 714-397-1322 (h)

323-964-6361 (w)

[dmesser@petersen.org](mailto:dmesser@petersen.org)

1949 TC ???? XPAG 7438 BRG/Tan

Ron has owed the TC for the last 20 years but the TC was bought new by his brother. It has been in the family since then going between two brothers and a sister.

*Welcome to the Guild*

Dick bought this TC in December. He is a director at the Petersen Museum and bought the TC from Hal Sender, a museum docent, who had owned it for the 40 years previous.

## Moving TCs

Dale & Joan Sheets recently sold their TC (the one formerly owned by Mel Torme) and Guild member Stephen Schrieberg saw it advertised here in our Midget Chassis. He bought it and wrote the following note when he sent in his '05 dues.

"Enclosed are my '05 dues and an addition to "my family of TC's." I have recently purchased the former Mel Torme TC from Joan & Dale Sheets, who couldn't have been any nicer in their dealings with me in the purchase of TC 6560, XPAG 7217.

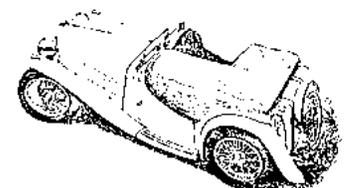
It is a pleasure to drive (as they had the Datsun steering put in) and it was shipped from California to Richmond Virginia by Horseless Carriage Car Carriers whom I recommend highly to anyone who ships any classic car.

Hope this note finds everyone well and I look forward to attending one of your functions this year."

Ernie Page recently bought Goldstein's TC so now has two. One is in Scotland and this one will remain in California to drive when Ernie comes over on visits.

Dwane Carlson said when he finishes TC 3625 he is going to give it to his son, Keith, in Santa Barbara. He has hosted Keith at the Conclaves for years to get him interested in TCs. Even grandson Peter has become a TC fan.

*Thanks Dwane for promoting TCs to future generations.*



# Listen and Learn Grasshopper

*In the quest to restore his EXU TCs properly, one of our newest Guild members, Doug Pelton from Arizona, came out to LA to visit one of our older Guild members to learn all he could and to view Joe's very original EXU TC. Doug is fast becoming the new expert on EXUs. Here are some of his findings taken from what Doug reported to the TABC group and based on Joe's TC and reports from other EXU owners.*

**Bumper Hardware:** The original body color was used to paint the EXU bumper brackets on Joe's EXU. The original body paint color was used to paint the following on Joe's 48 TC EXU #7383: All bumper brackets from the frame to the bumper. For the rear bumper, this included brackets to frame, cross member, all license plate brackets, "J" brackets to bumper and also the reinforcement bar behind the bumper blade itself. All associated bolts attaching these items were also body color. The front bumper support brackets were also painted body color. In other words everything associated with the bumpers themselves except the chrome blade itself. Other EXU owners have reported brackets being painted black so color scheme is not conclusive.

**Radiator Grill Slats:** Also painted body color. Now this is contrary to the long-standing rule that the grill slats are supposed to be the same as the interior color. Again, as we have seen, nothing can be for sure on the MG. There is speculation slat color may be dependent on what the body and upholstery color combination was as to what the color slats were painted.

**Badge Bar:** The badge bar brackets were the same as standard TCs that have the tab to hold the light and horn. However, later TC EXU's badge bar brackets did not have the tabs because EXUs did not have the light

or horn mounted on the front. I know this to be true because my EXU 7670 brackets have just been stripped for repaint. They were a steel cast bracket with original paint at the bottom layer matching the original paint of the car (Regency Red) and the tabs are not there. I have photos of other EXUs with and without the tabs. I have to assume, that this is the case of the factory running out and using whatever is available. It appears that either can be original on an EXU but the reverse, a "tabless" badge bar bracket would not be original on a standard TC.

**Horn Fuse Block:** The early EXUs did not have a fuse block. Joe Douglas's TC 7383 EXU did not, nor do both my EXUs 7410 and 7670. The first EXU that I am aware of with a fuse block is Bob Seymour's EXU #8153. The fuse block is mounted on the side of the battery box below the horn and at the 4 o'clock position of the voltage regulator. I have not sorted out the difference in the wiring scheme (haven't gotten to that point yet on my car) but hot-wired directly to the negative post on the battery. This wire goes through a hole in

the side of the battery box and has a rubber grommet to pass through. I know that Jim Sullivan has a fuse block on his car which is EXU 7515. However, it is mounted on the scuttle above the control cable box. Although he says that is original to his car, I suspect it was added afterwards. I would like to hear from any other EXU owners on this subject to validate the fuse block.

**Headlamps:** EXU headlamps were Lucas cat's eye 7" semi-sealed lenses and not the normal 8" lamps.

**Battery:** I have been asking for the past year if anyone has a battery hold down bracket for a TC. Some have said they do

but they are very rare. Now I know why they are rare. Because there never was one. The original battery was made by Lucas and included a tab extension on each end that the 1/4" bolt/rod went through and screwed into the "D" in the bottom of the battery case. How do I know this? Joe Douglas showed me the exact original battery that came with the car. He has saved it all these years (55), what a piece of TC history!

**Battery Cables:** I often wondered if the original battery cables on an EXU had the Lucas helmet or standard US battery post clamp. Here's the answer. The EXUs were imported with the "Lucas helmet" connectors to fit the above mentioned battery. Of course what happened in the US after the original battery had to be replaced? You got it, the battery cables were also replaced to accommodate a US standard battery post and the Lucas helmets were trashed. Joe's EXU has the original Lucas helmets, just as it came. He uses a standard US battery and drills a hole in the top of the post to accommodate the screw to hold down the helmet.

**Battery Cable material:** The negative cable (to the starter) was covered in a woven material but was impregnated with a plastic coating so that it was almost smooth to the touch. The Positive end also had a Lucas helmet, flat braided copper wire, and was bolted to the inside of the battery box with the nut on the outside of the battery box.

**Ignition wires:** The ignition wires on Joe's car were also the original. The wires were covered again in a woven material that was impregnated with a plastic material. As Joe says, "If the engine runs good why do the wires need to be replaced?"

**Tail Lights:** Standard EXU bullet shaped lights. These were bolted to the gas tank using a standard 1/4" BSF bolt with lock washer. Nothing fancy, no dome headed chrome bolt. The tail lights were painted the same as the body color and the bracket and bolt. I have seen these EXU lights and brackets that are chrome but believe this is an aftermarket replacement. The originals were painted.

**Rear View Mirror:** The EXUs have a rear view mirror that is mounted on the center of the scuttle top. The original mirror was a DESMO "B-ham" with a convex curved mirror. You can tell an original mirror by the tension nut on the back that is a pleasantly round domed shaped nut. Also the small screws holding the mirror frame are round head. Aftermarket or copy mirrors have a squared/flat domed tension nut and pan head screws holding the frame. I am sure that the convex mirror is an original trait of the EXU. My EXU 7670 has the convex mirror. However, my EXU 7410 has the original DESMO mirror but a flat surfaced mirror. Can anyone tell me about their EXU mirrors? I suspect that both surfaces were original.

**Steering Wheel:** 3 spoke gold pearl.

**Brake Drums:** Were originally body color on Joe's TC. Joe told me that he changed his drum color a while back to black when he had done some work on them, but assured me that they were also body color when he bought the car.

**Headlight Bracket:** Painted body color as is the bolt attaching it to the radiator bracket that comes through the shell. This confirms previous printings of originality on this subject item.

**Carb Inlet Manifold:** The MG emblem background (on both the 2 piece aluminum carb intake and the rear bumper medallion) was also painted body color. However, this could not be verified because Joe could not remember these items specifically whether he had painted these himself or if they came that way. So this is not conclusive and will remain an open item unless someone else can verify this.

My intent is to only report what I saw and know to be true. I am sure this is not absolute and there are probably other variations. However, from my perspective, anyone wanting to replicate the above paint scheme on an EXU would certainly be in the bounds of originality. I would like to personally thank Joe Douglas for sharing his time and making his car available for viewing.



# January 25, 2005 General Meeting

Our new President for 2005, Pete Thelander, called the meeting to order at 8:06 pm. Of course nobody paid any attention so he tried again and the throng settled down so we could begin.

Minutes of the general meeting (Nov.) were in the newsletter for all to read so were not read at the meeting. No corrections were noted. Pictures of the annual meeting (Holiday Party) were also in the newsletter. Everyone had a fantastic time and were very appreciative of the Ludwick's hosting it at their gorgeous new home.

Our Treasurer, Joyce posted a proposed budget for 2005 on the wall for anyone interested in looking. It is still early but we have 16 members who have renewed their membership so far. Had 61 members at the Holiday party and the auction brought in \$1294. We currently have \$5,564 in the bank of which \$4,365 is proposed expenditures for the year leaving us a \$1,199 cushion.



*New member Ron Toth*

Harvey was not present so there was no mail to go through.

We had two guests this evening. Bob Zwart who has an M type and Ron Toth who has a red 1948 TC. Ron has had the TC for 20 years but it has been in the family since new. (Ron paid his dues later in the meeting and became a Guild member)

The Midget Chassis is now available on our club web site in PDF form. Response has been favorable and we will continue this service.

Programs - Lloyd is still looking for assistance in doing meeting programs.



*George and Lloyd talk to guest Bob Zwart*

He read off what he has so far. February he has Butch Taras talking on oil pumps. March brings Carl Cederstrand discussing transmissions. April will be a Hobby Night. June is tentatively set for a parking lot car show. July is our traditional picnic at the Henkels. September we will meet at the Simon Auto Museum and October is our pot luck dinner and costume contest. May, August and November are still open at this point. The date for the Holiday Party is tentatively scheduled for December 10. It was suggested that San Diego be the venue and Joyce will look into locations.

Gene Olson is our Events Chair and will give his spiel after the break as he can't make it to the meeting until 9:00.

Jim Crandall took over management of the Guilds web site. He has already made some nice changes. He questioned if we should limit access to some parts of it to members only (access to the newsletters for instance). We decided to revisit the issue once we have a few more issues available.



*Ice cream and brownies make the floor seem unimportant to Joe Douglass and Kevin Kershaw*

There was no other business and we adjourned the meeting to let Pete set up his presentation on taking the NE back East to attend three different event. Fran Thelander brought goodies for the evening and asked for members to sign up for future meetings.

Meeting adjourned.

After the break Gordon Glass made a proposal of an event at the Petersen Museum and to help support it through some sort of donation.

Minutes taken by Secretary

*David Edgar*



*An award presented to Pete for outstanding preservation of MMM MG motorcar spirit and history.*



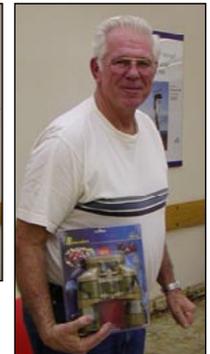
*Thelander's participation badge for the 50th anniversary of the Collier Cup Race at Watkins Glen.*



*OK men, here's the plan.....*



*OK ladies, here's the plan.....*



*Three winners of our raffle for the night. David Coleman, Lloyd Hendrickson and George Kershaw. Pete Thelander also won but escaped the camera*



*Seems our meeting place was flooded out during the last big rain storm. All the carpet was pulled up.*

## Classic & Midget Chassis Goes Digital

As explained last month the Classic and Midget Chassis are now available digitally. You can download it off the internet and view it in glorious color. Give it a try and see if you like it. Some members have elected to save us money and said the digital copy is much more convenient and indicated they no longer need a printed copy sent to them. If you agree then let us know and we can save even more money and trees.

Of course not everyone has computers, or they just can't bear the thought of not

having a hard copy in their hands so we will continue to print and mail to those members.

To download this issue in living color, go to our web site ([www.tcmotoringguild.org](http://www.tcmotoringguild.org)) and look for the Classic Chassis link. Just follow the instructions there to download onto your computer and view. Because this is new to us and in transition please let us know if you find glitches in the process and we can then work them out. Contact David Edgar at: [djedgar@pacbell.net](mailto:djedgar@pacbell.net) or 619-593-8255.

## For Sale

1949 MGTC, Chassis TC 3840  
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Less than 200 miles since restoration  
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Contact: Philip Ellman 805-496-6550



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Also included are tooling, drawings and thread gages to fabricate axle nuts with seal (both left and right sides).

All of above have been used successfully in the past and I am selling all since I am no longer making the items. \$500.00 USD for the lot.

Contact: Phil Marino  
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## TC Happy Birthday

From our TCMG membership roster and on what members report as being their TCs, the MGCC T-Register has furnished us with build dates from MG factory records. Roster data is several years old so newer members will not be in here but we have one TC birthday that falls into the Feb 16 - March 15 time period..

<u>Chassis #</u>	<u>Build Date</u>	<u>Current Owner</u>
TC 5010	March. 11, 1948	Dean Jensen

## TC Member's Gallery



*Is this an accurate picture of your TC?*

Have you looked at the TC Motoring Guild's web page lately? Jim Crandall has been doing wonderful things to it. Look in the Member's Gallery section and then click on A-G, H-O or P-Z depending on you last name. Do we have a picture of your TC, of you and do we have the correct information? Do you want to add some history or change the picture?

If so then contact Jim Crandall to update. [jwcrandall@earthlink.net](mailto:jwcrandall@earthlink.net) or phone 310-457-3967 if you don't have email.

## For Sale

TC Project Car

Some of the features include: complete and newly reconditioned motor, All new tub, all new wood, doors, original bonnet plus new OEM fenders

Contact: Joe Owens out of Yuma, AZ  
(928) 726-4237 or [jeepin4js@aol.com](mailto:jeepin4js@aol.com)



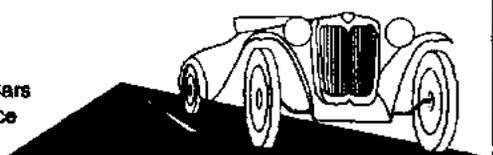
## Wanted

Lucas cat's eye 7" semi-sealed lenses. I have seen the 8" but not the 7". I am interested in locating a pair for my show car if anyone has a set laying on a shelf or knows of a source.

I am told they were used on some of the British bikes.

Doug Pelton - 602-690-4927  
or email: [DougPelton@cox.net](mailto:DougPelton@cox.net)

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### "MG Through the Ages":

MG in pictures, 18" x 24" poster ..... \$1.75 members, \$2.75 non-members

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### REGALIA CHAIR,

Bob Wilmer, 421 17th Street, Santa Monica, California 90402 Ph. 310-394-5232

## TCMG Membership Information

**Annual Membership:** \$26 due and payable on January 1st of each year for members in zips 90000 to 93300. All others \$22 per year (won't receive local event flyers).

**New Membership:** Dues plus a \$10 initiation fee.

For more details, see our web page ([www.tcmotoringguild.org](http://www.tcmotoringguild.org)) or write directly to our Membership Chair:

Joyce Edgar  
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3. Total Annual Mileage: Club Functions \_\_\_\_\_ Other Purposes \_\_\_\_\_

4. Name of antique or car club to which you belong \_\_\_\_\_

5. List modern cars used for daily transportation (owned) \_\_\_\_\_ (or company cars) \_\_\_\_\_

6. Where are cars garaged? Under one roof? Construction of garage—brick/frame-fire resistive \_\_\_\_\_

7. Has rated horsepower or other specifications been changed? Yes \_\_\_\_\_ No \_\_\_\_\_ If yes, explain: \_\_\_\_\_

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00

Uninsured/Underinsured Motorist—Rates as required by your State. Car 1 \$ \_\_\_\_\_ Car 2 \$ \_\_\_\_\_ Car 3 \$ \_\_\_\_\_

Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00

Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

#### Physical Damage

Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older

Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older  
*(Note—Collision is not written as a singular coverage but is available with Comprehensive.)*

Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.

Physical Damage (Collision)—\$0.70 per \$100 of amount of insurance for each vehicle. Less than 25 yrs.

9. Date this coverage is to be effective \_\_\_\_\_ Policy Minimum Premium \$50.00

#### ANTIQUE AUTOS TO BE INSURED

We Require: 1. PHOTO of all vehicles listed 2. APPRAISAL for each vehicle valued at \$20,000 or over

Year	Make	Body Type Series or Model	V.I.N. (Vehicle I.D. Number) Serial or Motor Number	Present Valuation (Amount of Insurance)
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____

Use separate sheet for additional cars to be insured

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.

If you are a resident of FL, PA, or NJ, send copy of regular car policy.

NOT AVAILABLE IN ALL STATES.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Note:** Your insurance will become effective upon payment of the entire premium, acceptance of the risk and compliance with all state specific laws and regulations. Please sign and forward with your remittance, payable to:

### J.C. TAYLOR ANTIQUE AUTO INSURANCE AGENCY, INC.



320 South 69th Street  
Upper Darby, Pennsylvania 19082  
1 (800) 345-8290 (610) 853-1300





**The Midget Chassis**  
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*First Class Mail*