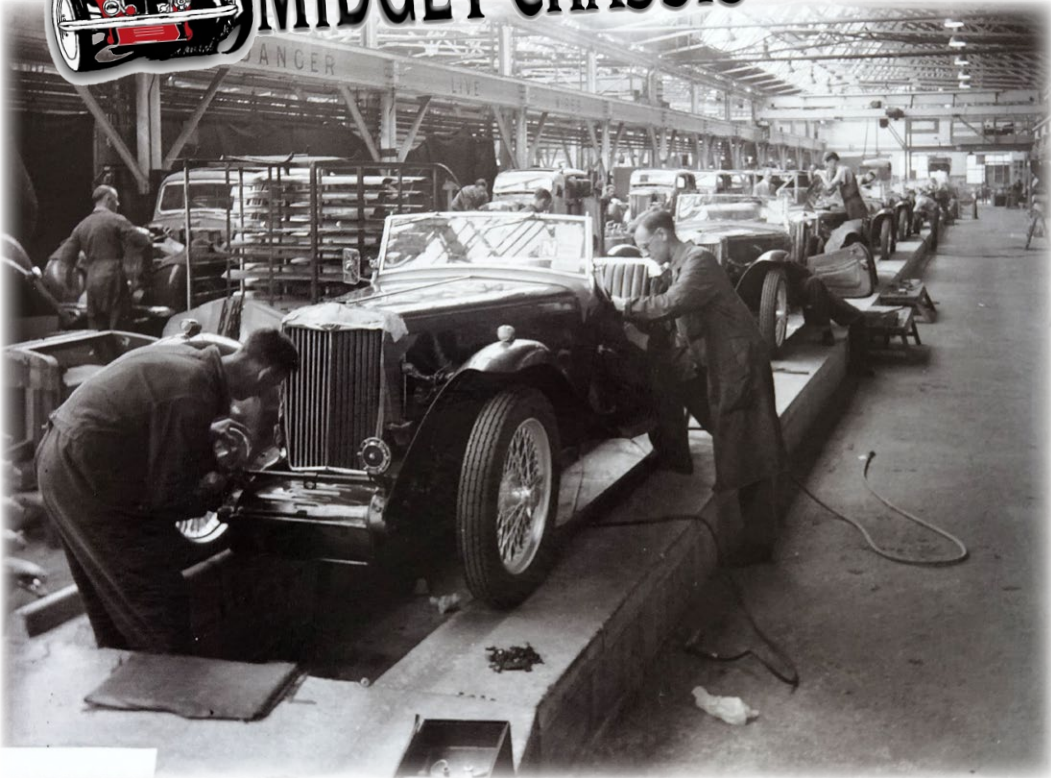


TC Motoring Guild *December 2018* MIDGET CHASSIS



TC body line in 1949. TC in front is at the last station in the body line and is set for export with "Nuffield Exports" tag on the windscreen and the foglamp being installed on the drivers's side. Riley cars are on the left side, their production being moved to MG that year. This is a good full-length view of the body line, and you can see a

tub being lowered in the very back onto a chassis at the first station.

Thank you to Tom Wilson for sharing above photo as it was on his 2018 calendar.

Photo below shows an engine/transmission being prepped to install on the rolling chassis in the chassis line.

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TCMG Holiday Party
Dec 9th
See page 7



MIDGET CHASSIS December 2018

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The Classic Chassis
c/o David Edgar,
1454 Chase Terrace
El Cajon, CA 92020
email: djedgar@pacbell.net

Curt's Comments

*Thanks Curt for being a
presidential corker!*



Well, it is already late
November, where did the
year go! As we approach the end
of the year, it seems appropriate to
reflect on the past year (2018) and
to, also, look forward to the coming
year (2019). My retrospective
look includes both the memory of
some long-time members of our
TCMG Family, who are no longer
with us, as well as the addition of
some new members to our TCMG
Family. Also, to be remembered,
are those who have contributed so
greatly to the continuity of this great
organization. They are the ones
who, without much fuss or fanfare,
quietly get the "bits and bobs" done.
To those, a special thanks and, to all
of you in this great TCMG Family, I

wish that we could see more of you
more of the time! In any event, I
wish all of you a very

Happy New Year

In January 2019, we will begin the
year with a new mix within the
Executive Council. They, with all
of our support and help, will propel
the TCMG through another fun
and exciting year with one another.
That has been our time-tested
process for over sixty (60) years and
we are, not yet, going to give up
that great legacy! So, stay healthy,
stay happy and keep those "TCs
Forever"!

Cheers,
Curt Sorensen
TCMG President 2018

TCMG Officers and Chairs for 2018

President	Curt Sorensen818-991-6152	curtwlv@aol.com
Vice Pres.	Mel Appell818-990-2434	mtappell@aol.com
Secretary	Sandra Loe818-790-2332	fordydelux@yahoo.com
Treas/Memb	Joyce Edgar619-593-8255	djedgar@pacbell.net
Director/Web/Events	Steve Simmons(see directory)	mail@mgnuts.com
Director	Lucy McCanne323-463-9869	Darodoll@aol.com
Ex Officio	Richard Loe818-790-2332	fordydelux@yahoo.com
Editor	David Edgar619-593-8255	djedgar@pacbell.net
Co-Editor	Jim Crandall310-457-3967	crandallonline@yahoo.com
Historian	Don McLish818-352-3741	dmclish1@hotmail.com
Regalia	Linda Simmons(see directory)	linda@mgnuts.com
Sunshine Chair	Bobbie Simon818-708-2033	simonbobbie@yahoo.com
Hospitality	Jan Sorensen & Bobbie Simon	janwlv@aol.com

TC Birthdays (Build Dates)

Happy 70th, 71st, 72nd and 73rd Birthdays

Oct 16, 1945	TC 0273	Tom & Emily Wilson
Oct 16, 1945	TC 0279	Tom & Emily Wilson
Oct 16, 1947	TC 3830	Bill & Suzanne Young
Oct 18, 1949	TC 3830	Charles & Susan Roehrl
Oct 20, 1947	TC 3844	Gus Romos
Oct 27, 1948	TC 6945	Sherman & Daveen Kaplan
Oct 30, 1946	TC 1697	Joe & Pat Marcotte
Nov 2, 1949	TC 10087	Doug Pulver
Nov 5, 1946	TC 1733	John & Georgia Bowyer
Nov 5, 1948	TC 7042	Mel & Toni Appell
Nov 7, 1949	TC 10119EXU	Joel & Toshimi Shapiro
Nov 11, 1948	TC 7075	Roy Jones
Nov 11, 1948	TC 7090	Leo & Christine Rocca
Nov 12, 1948	TC 7091	Richard Hall



*Build dates listed are
when the TCs began
near the beginning of
the assembly line and
assigned a number.*



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BRITISH SLANG LESSONS by Curt

British

English

Earwig

=

Eavesdrop

Corker

=

Outstanding Person

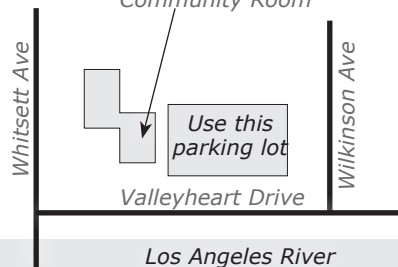
Tues, Nov. 27th

8:00 PM



The Loe's Collection of Varied Cars

36th Church of Christ, Scientist
Community Room



How many of you own 4 TCs, plus a variety of other old cars? Find out what Richard and Sandra Loe have plus how they got started collecting. Does Richard still have his first car? And where do they keep and work on them all? Learn how you can start your collection too. Oh and maybe we'll find out how many boats they have as well?

TC 0251 - the first TC!

After D-Day in June 1944, Britain felt the war in Europe would soon end, and serious talk and work started on a return to more normal activities. MG discussed postwar production all through the war, and in early fall 1944 put final plans in place.

The body building fixtures and jigs for the TB (and likely the SVW models) were destroyed during the war; those had to be remade. TC drawings started in October; most final production drawings were completed in December 1944.

TC0251 - the prototype and first TC - was built in January 1945. It wore the registration number CJB59 - one of the license numbers used by the factory for test and promo cars.

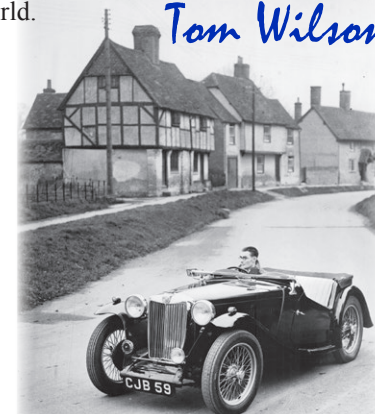
Road tests started in February; a log from the Experimental and Development Department in Cowley shows 1,051 test miles driven in this car from February through June 1945.

A series of photos of TC0251 were taken at Cowley in the summer of 1945. Many of these were used in advertising and technical materials for years. The photos

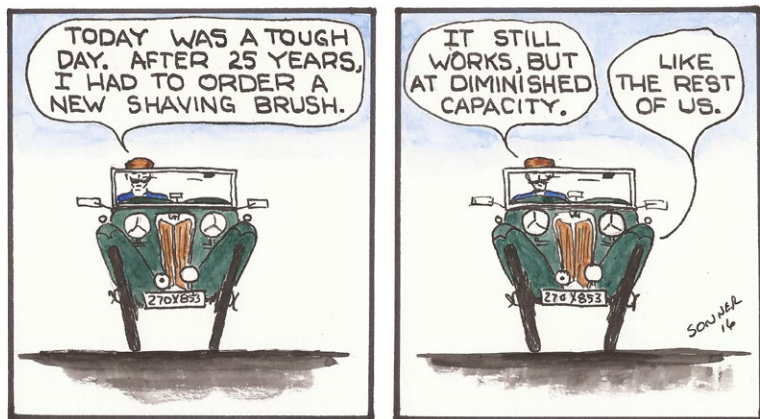
show a lot of wear and some sloppy detail - all hallmarks of an MG prototype.

TC0251 has long been thought lost, but it seems like it's still around. I've recently learned that it's stored disassembled in a farmer's barn in Scotland. He's owned it for years. I wonder if he knows the significance of the car? Perhaps someday it will be carefully brought back to active duty as an important piece of the provenance of the car that jump-started sports car enthusiasts throughout the world.

Tom Wilson



TC 0251 on a test run



Geoffrey Locquenutte & Nelson: On the Road

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TCMG Annual Meeting and Party

**Sunday Evening
December 9, 6pm**

**Sportsmen's Lodge
Caribou Room
12833 Ventura Blvd,
Studio City**

Menu Choices

- Atlantic roasted salmon with dill sauce
- Sliced tri-tip with mushroom sauce
- **Vegan Tofu Stack** - roasted asparagus, carrots, portabella mushroom, Tamari, reduction

Meals include salad, dessert, coffee & tea service, tax and service fee

No Host cash bar will be available in the room.

Cash Door Prizes.
Must be present to win.

**TCMG Auction with
Larry Einhorn
as Auctioneer**

Reserve and Pay for Your Meal

Dinner is \$40 each if reserved by Nov 20th.
Reservations after Nov 20th are \$50.

DEADLINE to reserve at all is Dec 4th.

Preferred payment via "Zelle" bank transfer to:
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SPECIFY your menu choices.

**Reserve Early to
Guarantee You a Place
and Save too**

Toy Drive recipient is **Foster Children's Resource Center**. Esther Belland is a long time volunteer with the group. There is a need for sports equipment for kids of all ages. Legos for all ages are really loved as well.



Geoffrey Locquenutte & Nelson: Christmas Cheer

Brake Work on a TC

I recently went through the whole brake system on my TC with new hoses, hard lines, brake linings and rebuilding all the cylinders. It had been over 19 years since I had put new linings and alfins on, and even longer since the cylinders had been done. The reason I decided to do this was because I had sprung a leak on one of my front brake hoses so decide to go all out.

My hard brake lines were original 1948 from the factory so that made sense to change out. And since one hose went out, replacing all three made sense too. I had one brake shoe lining that had worn down to the replacement point so of course that had to be done. I really was not sure what to expect with the wheel and master cylinders since it had been probably 25 years since they had any attention, but they did not leak. Since I was going this far it was worth checking them out as well.

I had all the cylinders sleeved in brass back then and also ran silicone fluid all those years, but I had visions of worn out cylinders (sleeves). I was very, very surprised upon opening the first cylinder that the cups looked brand new and were still quite flexible. They were firm and not mushy. I probably could have reused the cups but I already had bought new ones. I should add 25 years ago, I had heard stories of English rubber not lasting as well so while I had used the dust boots from the rebuild kits, I had gone to the local auto parts store and purchased American manufactured cups (7/8" and 1"). I don't know if that had anything to do with the long life but I put American rubber cups back in the wheel cylinders this time too.

Master cylinder innards are not as interchangeable so I used all of the English kit back then and all but one piece in

my master cylinder looked perfect as well. The one part that was not perfect was the simple flat rubber washer the spring sits on, and had gotten a little soft, although it was still OK. I have to admit that when I had the hose leak at GoF, my son-in-law bipped over to the parts store and got some DOT 3 fluid to top off with. So there is a possibility that not using Lockheed or Castrol LMA fluid and mixing it with the silicone had something to do with the washer getting soft. The mixture had been in the system for about 14 months.

As far as the cylinder walls go, all of them looked almost perfect. No wear, scratches or pits. There was just a hint of some discoloration where the pistons rode, but just quickly running some 320 wet-n-dry through using one of my fingers, cleaned up to like brand

new by spending maybe 10-15 seconds on each cylinder. Amazing.

I certainly don't suggest letting your system go for 20-25 years without work but I am sold on the brass linings and silicone fluid. Note that silicone fluid does not absorb moisture as does regular brake fluid. Moisture would attack cast iron cylinders and pit them. But while silicone fluid will not attract moisture, if moisture was introduced into the system (say from a bad MC cap) it would probably puddle at the bottom of the master cylinder (the low point). So I was very careful to pour the master cylinder contents into a jar for inspection and I did not find any water at all.



Sparkling clean cylinder bore after brief cleaning

I should also add that I did find some rubber residue in the right front cylinder and that is where the hose that had sprung a leak was. While the outside of the hose looked pretty good, I am guessing it was falling apart inside and the particles ended up in that one cylinder.

Regarding brake linings, I checked a few local places to ask about relining shoes and wanted bonded rather than riveted linings, but no shops seem to reline shoes anymore. They will install new shoes but not reline them. But eventually I was steered to a particular shop about 20 miles from me. I went there and specified that I wanted soft linings for my old car. He said he knew exactly what I wanted and I left the shoes. Got them back in about 3 days. Since he could not reline them at his shop

due to regulations, they did use a place in Mexico, which was just a couple miles from the shop. If you wish to contact me regarding this facility and lining material, please contact me using the info on page 2 of this newsletter. The shop owner wasn't interested in advertising in our newsletter, but said he has brake shoes for many antique cars shipped to him for soft linings and he is willing to ship them back. The cost for my eight shoes was \$170; I have no idea what shipping would add to that.

I am very happy with the linings and they do brake much better than my old soft linings, so I am happy with the performance.

David Edgar



The Alfin replica drums with cast iron inserts. Cast iron grabs better than the stock steel drums. Modified Datsun drums also work well.



Cup shown here had been in use for 25 years and looks and feels brand new. I believe the silicone helped preserve it.



The soft linings I now have are shown here after a few hundred miles of use.



Member Profile - Stan Belland

This article was first run in the July/August 1991
The Classic Chassis and reprinted here.



My infatuation with funny little English cars did not come in a blinding flash the first time I saw one as we have

so often heard from TC lovers, but rather was the result of chance circumstances and economic necessity. I was born in Chicago but came to California with my family at 16 and went through my automotive puberty in LA. I loved and coveted hot-rods - "deuces" and Chevis and the biggest lust (well, the second biggest lust) in my high school years was a '41 Ford club coupe. I had, however, to settle for a '31 Chevy roadster to start and from there, traded up every few months or so, finally to a '40 Ford Coupe which I had through most of college. It wasn't the desired '41 but my circumstances made me lucky to be driving at all.

When I graduated and Esther and I married, I had a 1947 Buick Super convertible - a car I still remember as one of the most beautiful I have ever owned. It was a light, creamy yellow with a red interior, all the power options they made then and it was enormous. It had a case of the "window dribbles" during the whole time I owned it. At that time power windows were hydraulic and all four of the pumps leaked. Esther and I would come out of a movie and find all four windows down and a puddle under each door.

The Army generously shipped the car to Europe for me when Esther and I went over in 1954 and we immediately found that the car was simply too big for the roads over there. On one memorable occasion

we succeeded in getting it stuck - actually wedged in one of the gates into the city of Sienna. We got an amused Italian with a truck to pull it out like a tooth and had to park it outside and walk into the town.

There was a sergeant in my outfit who shared my enthusiasm for bloated American iron and lacked the sense to realize that the car was too big for post war European roads and he offered me \$1,200 for the yellow Buick. I grabbed the money and ran. Shortly after that he drove it off one of the narrow, cobbled German roads while trying to pass and lost some of his enthusiasm.

Meanwhile Esther and I were without a car and short of money and itching to take off and see Europe. I had an almost miraculous assignment that gave me lots of time and freedom to travel - but that's another and very long story. Anyway, there was a young

lieutenant, Pep Martin, stationed with a nearby outfit, who was about to return to the States and wanted to sell a little car he had bought new in 1953 which he was sure would not be suitable for big American highways. It was a 1953 TD with less than 5,000 miles and he wanted \$1,500 for it. It was not love at first sight. I was a kid who grew up on American

iron and it looked kinds of funny and old fashioned to me - like a misshapened dwarf Model A roadster. He took me for a spin along a winding wooded road and I got more interested. He drove me down the steep winding road from Tubingen, on trailing throttle with the exhaust popping and snapping, the windshield lowered and the wind making our eyes water and our conversation blow back over our shoulders

I found a group of people with nothing in common except their cars and yet who hung together because they genuinely liked each other and enjoy being together.

and I got very interested indeed. I got Esther reluctantly to let me offer him \$1,300 and as the time approached for him to ship back, having no other offers, he took it.

That transaction changed my life. Esther and I drove the car all over Europe during one of the most memorable years of our lives and became confirmed sports car fanatics. I didn't race, never became much of a mechanic but was unable to see how I would ever get back into a big American sedan. And I never did.

But the TD carried a deadly virus. Almost from the time I got it, I knew that someday I would have to find a TC, which seemed to me in my non-mechanical way to represent the pure design concept from which the TD was merely derivative. And I searched for my TC for 20 years.

Knowing little about cars and nothing about TC's, it was inevitable that I would fall among thieves. I bought two TC's from a charming rascal in England who, for legal reasons, we will call Archie Archer. He had one of those impossibly cluttered little English "garages" with rustling hulks piled behind sagging doors all around a little country mews. He didn't have a TC "at the moment" but he would find me one. (He did have a very good VA Tickford for \$3,500 but I wasn't really interested. (I guess we all have some of those stories.) Eddie wrote me later with a picture of a TC. It didn't look very good - 16" wheels and the rust even showed in the fuzzy snapshot. But I set him a check and waited - and waited. Nothing. Finally I called him and when he remembered who I was, he said rather vaguely that the car was not, he decided, good enough to send. I asked him to return my money and he quickly assured me that he would find me another one - better than the last. I bit again. After 6 months he sent me a better looking picture and a request for more money. I, hard



headed financial genius and of character that I am, sent more money. Over the next 9 months we corresponded and talked by phone about that phantom TC. He had missed a shipping date, he found an engine problem that he had to fix, the car fell off the lorry on the way to the docks, etc. etc. Finally, my keen insight warned me that something was fishy about this guy and I had a barrister friend of mine in London attach his bank account for me. I got my money back and I understand that Mr. Archer was quite hurt by my lack of faith in him.

But I was back to square one in my search. I checked with a young guy who had just opened a MG shop in Van Nuys - a nice honest guy for a change - named Mike Goodman, but he didn't really have anything to sell at the time that he

considered restorable. He had a nice fully restored TC for sale for \$6,500 but that was out of my range. I remembered he had a cute little wife who used to make him close at noon on Saturdays when I wanted to hang around and kick tires and talk to Mike.

In 1976, I had still not found my car when we decided to take the kids and my folks back to the "old country" (Scandinavia) for a couple of months. On the way the whole gang stopped in London for a few days. One afternoon when everyone else was out shopping or touring and my son, Scott and I were at the Hotel, I browsed through an issue of Motor Sport and found an ad for a "classic MG dealer" in the north of London - Octagon Motors. We hopped on the tube and went up there, finding another typical cluttered, messy little English garage/dealer run by a fellow named Ben Hyams. He said he only sold "restored" TC's - another dead end - but, wait. He did happen to have one TC that he was not going to restore. (He neglected to mention that he wasn't going to restore it because it was unrestorable.)

(continued on page 14)

October 23rd Meeting Minutes

The meeting was called to order at 8:09 PM by President Curt Sorensen. The attendance sheet was circulated and guest Eric Belland was welcomed. Curt gave special thanks to Esther Belland for providing refreshments, to David Spiegel for hosting the tech session on rebuilding a differential, to Steve Simmons for arranging the tech session, and Steve and Linda for leading the caravan to Conclave at Fish Camp.

One birthday was recognized. Bobbie Simon was born October 19th in Brooklyn, NY. Several local members have cars produced in October: the Storms, the Hunsbergers, the Loes, Gorden Bundy, and the Colemans.

Curt's table of interesting items included, in addition to the typical items, the Treasurer's Report and an article on differentials.

The minutes for the September meeting were submitted as printed in the newsletter. Joyce Edgar added clarification that Hema Ratnayake is not currently a member. The minutes were accepted as printed.

Joyce presented the Treasurer's Report indicating we have sufficient funds. The deposit has been made for the Holiday Party at the Sportsmen's Lodge. Reservations can be made tonight. Dues are currently payable, \$26.

Steve said a flyer for the November event would be sent in the mail, the website is updated twice a month, and there is a full stock of regalia.

The last program of the month will be a presentation by Richard Loe covering some of his stable of cars.

David Edgar thanked those that submitted photos of Conclave for the newsletter and asked for additional items for future editions.

Completing committee reports were:

12 Bobbie, Sunshine Chair, indicating all is

well, and Jan Sorensen, Hospitality Co-Chair with Bobbie, gave thanks to all that helped this year with refreshments. Jan offered to continue being part of the hospitality committee, however Bobbie will be stepping down. Jan thanked Bobbie for her years of help and asked for a volunteer to fill Bobbie's position.

Larry Einhorn handed out the TCMG mugs that were bought at the auction last year. Mugs still need to be delivered to the Spindlers and the Thelanders. Larry confirmed that everyone was on board with having an auction at the Holiday Party. It was agreed that we all are looking forward to Larry being the auctioneer. Big thanks to Larry.

Conclave memories included riding the narrow gauge train, visiting Yosemite, yummy food in the Narrow Gauge Inn dining room and David noting that his car works better with four spark plugs connected. Reportedly, several of the ARR members voiced the opinion that they are all for meeting in the central coast (Morro Bay) next year. It seemed that many thought Fish Camp was a bit more of a trek than desired.



Larry and Stan ponder over the refreshment table

Lucy McCanne reviewed plans for the Holiday Party: December 9th at 6:00 PM, cash bar, \$40/dinner until November 20th and then after that \$50 until December 4th. Joyce added that payment may be made by online transfer, pay pal,

check, or even cash. Esther reminded us that our toy drive would again benefit the Foster Children's Resource Center and that sports equipment is really appreciated.

The new business portion of the meeting was the nominations for the 2019 Executive Council. The Loes volunteered to assemble



Our program for the night was a TC funkhana (a TC you wore). We had eyeball toss, car identification, blindfold slalom, back up test, candy pour, and blind candy identification stations. We had four brave couples giving it a run. Thanks to Steve & Linda for coming up with the costume and designing the course.



Some of our members during the business part of the meeting.



the ballots and send them out and Linda volunteered to receive the ballots and tally the results. After numerous nominations the slate included: Larry Einhorn, Joyce Edgar, Sandra Loe, Richard Loe, Steve Simmons, Stan Belland, and Cliff Lemieux.

The meeting was adjourned for refreshments and Halloween themed games.

Respectfully submitted,

Sandra Loe

Secretary



Three real TCs for the night, Simmons, Loe and Einhorn.

Member Profile on Stan Belland (continued from page 11)

We looked at the tired looking heap out in the weather, covered with trash. It looked completely used up and neglected, but complete. "How much, Mr. Hyams?" - "\$2,600 cash - in Dollars." - "I'll take it." DONE! At least now I had a place to start. He dragged out a jumper cable and actually got it started and drove us to the tube station in it, Scott folded up in back of the seat.

It arrived several months later and we dragged it back from San Pedro. I tucked it in the back of my garage and started my 5 year restoration project. I spent hours taking it apart while dictating to Esther notes on what connected to what. I had no idea what I was doing and knew I'd never get it back together without notes. What I went through getting a running TC out of the resulting pile of junk was appalling. When I had the body de-rusted they had to take it out of the tank with a strainer. Without the rust I had very little left but the idea. I found parts all over the world during my business travels. I looked all over Australia where they said I would find new body wood and my last hour there before getting on the plane was told that the place to get TC body wood was from a guy named Fenton Bagley - in Pennsylvania! Scott spent a semester at Cambridge and brought home a set of headlights I had found in England - he carried them all the way home on the plane - on his lap.

Mike Goodman did the engine and the transmission, but I was still constantly

over there picking his brain on how to put everything else together. I've never met a man more patient with my mechanical stupidity. One day in front of Mike's shop I spotted a mustard yellow TC and was hungrily admiring it when the owner, a friendly guy named McKarney walked up and introduced himself. I told him of my ongoing obsession and after asking me gently to stop drooling on his car, he gave me a little card inviting me to attend a meeting of the TC Motoring Guild. (Why don't we use these cards any more?)

The rest of the experience was all fun. Sure, I took a lot of ribbing for not having my car on the road for the first four years I belonged to the club - but every question, every problem, every discouragement, met with one or more friendly souls willing to help or advise or just commiserate. More importantly however I found a group of people with nothing in common except their cars and yet who hung together because they genuinely liked each other and enjoy being together. I have belonged and now belong to a lot of associations. Some are professional, some are for business purposes or charitable or religious purposes. I belong to no other group that is held together solely because the members like each other.

It has been a life-changing experience for me. And it all resulted from stumbling into a TD in 1954. I'm very grateful.

Stan Belland



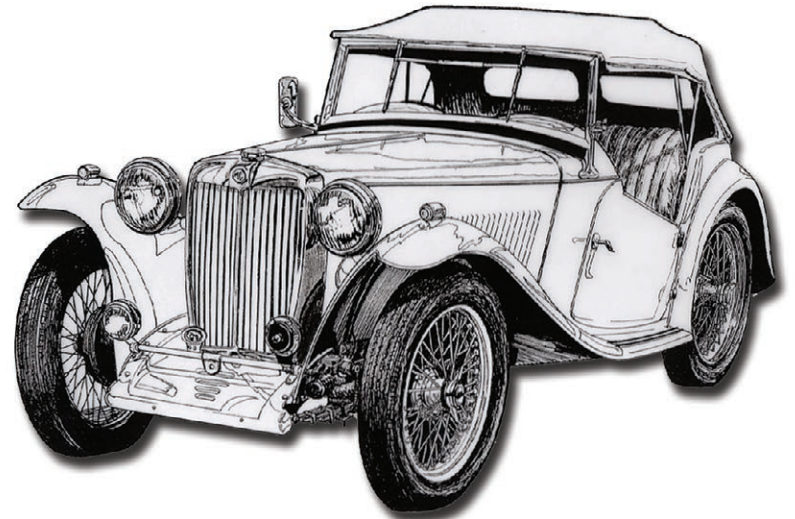
Stan & Esther who came as a Knock-off and Knock-off hammer to our 2004 October meeting



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