

# TC Motoring Guild *October 2018* MIDGET CHASSIS



New TCMG members Levern & Ruthann Norton out of North Carolina. Wonder if that is their plane in the back? Also wonder how they did with hurricane Florence?

## The Midget Chassis

David Edgar, Editor  
1454 Chase Terrace  
El Cajon, CA 92020

**First Class Mail**



### What's Inside

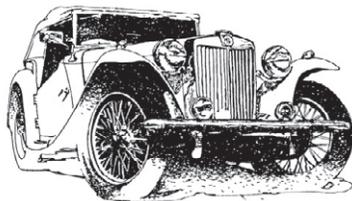
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The spring pin above was discovered on one of our member's TC. Maybe we should each look at ours and see if they are intact. See tech article on page six.



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## MIDGET CHASSIS October 2018

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**Save the Date**  
**TCMG Holiday  
Party**  
**Dec 9th**

### TCMG Officers and Chairs for 2018

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## Curt's Comments



As members of the TC Motoring Guild, we all have a goal/responsibility to perpetuate the life of our TCs. According to the 2018 Membership Directory, there are over 100 MG TCs for which we, as a club, are collectively responsible. Within that family of TCs, I suspect that there are some that are not currently running or roadworthy. I also suspect that there are some that are being driven with known problems that are



yet to be fixed. And finally, there are probably some with undetected problems which could turn into major reliability and/or safety problems, if not identified and fixed.

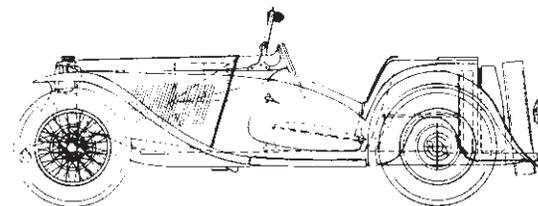
Over the years, various club members have written articles about TC maintenance and repair. While those data are of considerable value to some, they are of little interest to those who lack the proper tools, facilities, skills, etc. As a supplement to those written resources, Steve Simmons has recently conducted "Tech Sessions" in which he performs actual maintenance in

the presence of other members. Under this arrangement, the TC owner has necessary maintenance completed while others in attendance have the opportunity for on-the-job training and/or class room learning. During the most recent "Tech Session" (Master Brake Cylinder Rebuild and found on page 6 in this issue), it occurred to me that we, as a club, are "missing a bet" by not making greater use of the "Tech Session" process. In particular, it seems to me that a properly organized/implemented "Tech Session" has the potential to:

- Increase a TC's Operational Availability & Extend its Life
- Improve a TC Driver's/ Passenger's Safety
- Provide Maintenance Training for TCMG Members

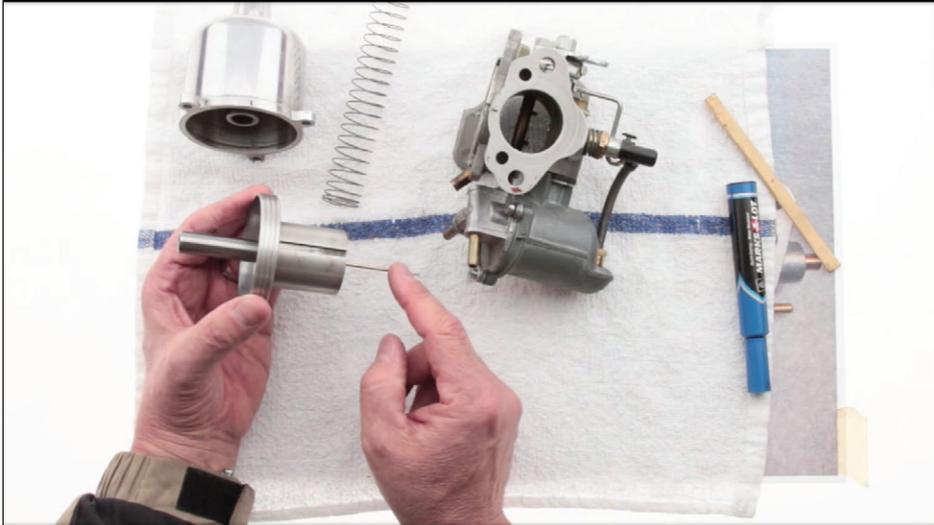
If "Tech Sessions" are as valuable, as I think they are, then maybe we should treat them as a formal/regular club activity (as opposed to an occasional ad hoc event). Your thoughts and suggestions, on this matter, are encouraged and will be appreciated. Cheers,

*Curt Sorensen*  
 TCMG President 2018





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## BRITISH SLANG LESSONS by Curt

British	=	English
Kerfuffle	=	Skirmish or Fight
Daft Cow	=	Idiot



# Tuesday, Sept. 25th

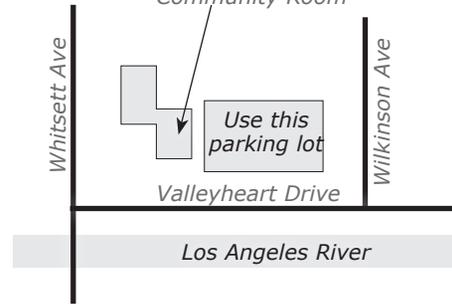
## 8:00 PM



## TCMG Rallye Round Video



36th Church of Christ, Scientist Community Room



The evening will include a once lost video entitled "Rallye Round". This video comedy was made during the 18th Annual San Diego Double Day event in 1989 and was shot by Gayne and Doug Wimer with help from several other TCMG members. It depicts a "typical" navigational rally of the time and stars many long-time TCMG personalities, many who are still members today. See the exploits of Belland, Bundy, Chalmers, Coleman, Crandall, Lutz, Roth, Schnaer, Simon, Wilmer and Wimer as they compete to win. This was recently re-discovered and digitized by Allan Chalmers. Also included are lots of out takes and behind the scenes footage that are just as entertaining.



Geoffrey Locquenutte & Nelson: On the Road

## TC Brake Tech Session



Curt makes his first TCMG event with his TC



Examples of three drums can be used on a TC, original steel drums, aluminum Alfin and modified Datsun fin drums

Our August tech session brought out eight members plus several curious neighbors. Four TCs were present - Wescott, Simmons, Sorensen and Olson. The Sorensen TC was making its debut showing at a TCMG event and seemed to be running very well. Once the group had kicked every tire in sight and eaten every scone, we moved to the garage for our tech session on TC brakes. The primary task at hand was to remedy a leaky master cylinder on the Wescott TC, which continued leaking after a rebuild and professional repair. After removing, nothing wrong with the bore was found, so decided on another rebuild. The operation was a success and after bleeding, the leak-free brakes seemed to be working fine. The hand brake also needed attention so after adjusting the brake shoes, the cables were tensioned and then the hand lever adjusted.



6 Brian pumps the brakes so leak check and bleeding can be done

Other topics covered were the various type of brake drums available for our cars, and the procedure for "arcing" new shoes to fit the drums. A brake shoe arcing machine was also on display and its basic operation demonstrated.

An unrelated problem was identified during the session when a spring pin was spotted hanging out. The pin was removed and we found it snapped off at the threads. We agreed that the metallurgy of the bolt was to blame, and was likely a manufacturing defect. The pin showed little wear since installation decades ago, and the break did not appear to be fatigue-related. Both pins will be replaced as a precaution, and all members are urged to periodically check the tightness of these very important, safety-critical items.

Steve



Linda spoils the group with tasty treats

## Welcome to New TCMG Members

# Welcome

Please welcome our newest TCMG members

### Levern & Ruthann Norton

5694 Seven Lakes West  
West End, NC 27376  
phone: 910-673-6018  
910-986-2124

sevenpuddles@earthlink.net  
1948 TC 6288 XPAG 6956 BRG / Tan



Levern & Ruthann were Guild members back in 2004 and 2005 and have rejoined. He reports that Fred Renner, who also lived in North Carolina and was a TCMG member about the same time, passed away and his TC went to Texas.

You may notice an airplane wing in the photo above. I have asked if that is his too, but no reply as of yet.

### Tooke, Michael & Pam

232 N. 8th Street  
Santa Paula, CA 93060-2189  
phone: 805-933-8061

mhtooke@sbcglobal.net  
1947 TC 3742 XPAG 3948 BRG / Biscuit



Michael purchased the TC in Connecticut in July 2014 from an elderly couple who bought the car in 1998 and had it restored by M&G Vintage Motors in Tuxedo Park, NY. It was only driven 981 miles in the 16 years they owned it. Owner before that was from New Hampshire and only owned it briefly. Planned to flip it, but never got started.

Mike said he previously owned a TC in 1970 as well as a couple of MGBs and Bugeye Sprites between 1966 to 1990. He edits the MG Magazine for NAMGAR.

Tech Session continued



Broken spring pin was spotted



Photos by Steve Simmons and Michael Tooke

## NEXT TECH SESSION TC Differential September 29

Meet at 9:30 AM at the Spiegel home, located near Pasadena at 2250 Homet Road, San Marino, 91108

See TCMG website for more details

## Member Profile - Ron Simon

*From 1989 to '92 a series of Member Profiles were run and they are quite interesting so running a few again.*

I have been asked to speak about my career as a TC race driver and I guess I should begin at the

beginning. It all started at the drag races at the Pomona Fairgrounds parking lot in December of 1953. We were there to watch the cars race and I noticed an older type person working on an MG TC. I struck up a conversation and got myself a chance to drive the car around the parking lot for a while. I was sold. I had to have one of these. He had a friend that wanted to sell one and shortly after I was the owner of XPAG 5464. I was going to school at the time plus working after class and full time on weekends so I didn't have a lot of time to do anything with the car except drive it to and from school and work. By 1955 I was working full time and so had evenings available and got into the club scene and eventually into racing. I belonged to the MGCCA, (MG Car Club of America). In August of 1955 I attended my first race at Hansel Dam in the San Fernando Valley. Was the entire pit crew for my friend Jerry Whitelock's TD at Minter Field, Bakersfield, and got my first real thrill as part of the pit crew for Clark Whitney's TC at Santa Barbara for the Labor Day races. Racing was different in those days, much lower key than today.

The whole weekend which was three days with Saturday & Sunday racing, and a Concours D'Élégance on Monday, was a blast. We drove up towing the TC with a '52 Chevrolet panel truck plus sleeping bags, and camped out for the weekend.

8 The authorities allowed us to use

the facilities which was great. I don't remember how Clark drove or where he finished up, but I do remember such things as a cobbly looking Mercedes Benz 300SL in the pit in front of us with a body that looked as if the bodyman had used it to practice on. It was covered with a bevy of young girls who seemed to be constantly posing as if waiting to have their picture taken. I later found that this was one of the rare factory racing aluminum bodied 300SLs and that the owner driver was someone named Lance Reventlow. There was, I remember, an MG NA racing, demonstration racing by a Type 35 Bugatti and various MG TCs, TDs, TFs, Singer 1500s, and even a Hillman Husky or two. I helped with various pit crews for friends and fellow club members for races at Torrey Pines, Santa Barbara on Memorial Day weekend, and later at Dodger Stadium, Willow Springs, Riverside and Ascot.

In 1958 I decided that I wanted to drive my own car and so we started to prepare the old TC for "RACING"!!! I remember how we worked through the night to build a roll bar from scratch, (we could do things like that in the old days), and then go to work the next day. We put on a set of 16" wheels, an

open exhaust pipe coming out the side, took off the top and windshield and mounted a small racing screen. The

car was basically stock, because in addition to lacking whatever racing skills would be necessary, we also had no money. Our greatest concern was that the car pass scrutineering which was held at I believe Burbank Sports Cars the week before the race. This would be Labor Day 1958. There was always a slight seepage of

gas from the bracket where it sits on the frame and I remember wiping this off just before the inspection and also checking and rechecking the stop light to make sure it continued to work. Anyway we passed and went on to Santa Barbara that weekend towing the TC as we wanted a means of getting it home in case it should (God forbid) break down.

A list of the cars I towed the TC with to various races: '52 Plymouth station wagon; '48 Chevy 1/2 ton pick-up; '50 Chevy convertible; '54 VW pick-up; '40 Int. Metro walk in delivery van; '52 Austin Countryman station wagon; '53 MG TD (Yes I actually towed the TC with a TD a couple of times).

There were no requirements for specialized drivers clothing or approved helmets. I wore a pair of white pants, a white jacket and borrowed an Andersen crash helmet which looked heroic. I wore a pair of open fingered golf gloves which since you only wear on one hand, I had to find a glove for a left handed golfer to make a set. In those days there was no driver training or driver schools. Before the events began on Saturday, all us apprentice and would be racers were put together for one three lap observation race with knowledgeable officials standing on the corners to observe the racers noting any obvious incompetence. That was it, all sizes of cars lumped together for one mass bash with everyone trying to look like they knew what they were doing and stay out of trouble. I made it around the first four turns and was going all out down the main straight doing all of possibly 70 mph when I was passed by a Corvette. That was awesome. Those cars are LOUD. I believe it physically moved my TC over. Anyway, we came to almost a complete stop. It seems there had been some oil on the track of which the magic cure was a bag of cement. They must of used too much for what we had was a huge dust cloud which you had to crawl thru as you couldn't see. I finished this event, no one complained and suddenly I was a "Race Driver".

I don't remember much else about the weekend racing except the TC came down with it's usual malady, "Rod bearings gone again". It seems that the early XPAG engines did not like to keep up oil pressure during hard stops with fast left turns. All the oil goes to the front of the pan and the oil pick up is the back of the pan. It took us two year of experimentation and changing



of pans and baffles before we found the obvious cure. Use a late TD-TF pan with scoop type cover for the oil pickup which extends to the front of the pan.

I raced for 4 years, 1958-1962, never trophied, usually broke down, had the TC crashed twice, once while I was in it, once while it was being towed to Santa Barbara. All my money went into keeping the car going and going away for weekends. All things considered, it was a great time.

*Ron*

While Ron has had several TCs, the one he raced got sold, but he eventually bought it back. Here is the same TC as in the photos in this story and his current TC.



## Some TC Tidbits of Info

### Where did the first TCs go?

By early May 1946, MG exported 251 of the 460 cars made since production restarted after the war. Nuffield Exports handled the export of all cars for MG. Cars were driven down to London then onto Southampton for export preparation. Some were crated, most were loaded loose into holds of ships.

76 Europe  
31 Asia  
34 Africa  
47 America  
63 Australia

The other 209 there are no specific records for. It's likely that the majority of these were originally sold in Britain; my three TCs - TC0272, TC0273, & TC0279 were.

At least 15 were purchased by local constable forces. Imagine having a TC as your patrol car!

Thank you to Tom Wilson  
for these two pieces

### Financing the purchase of a new MG?

In the late 1940s, if one was fortunate enough in Britain to purchase a new or used MG, you could finance your acquisition through Nuffield Acceptance Company Limited. Loans were obtained through car dealerships who received a healthy commission on the transaction.

Annual interest rates:  
6% 12 month loan  
10% 18 month loan  
14% 24 month loan

Rates for used cars were 1% higher.

The average down payment in 1946 was 42%; the average loan term 17 months.



## TC Birthdays (Build Dates)

Happy 70th, 71st and 73rd Birthdays

Aug 19, 1947	TC3353	Gene Olson
Aug 24, 1948	TC6288	Levern & Ruthann Norton
Aug 31, 1948	TC6373	Clifford Lemieux
Sept 17, 1945	TC0252	Pete deBruyn
Oct 7, 1947	TC 3737	Roger Morse & Lynn Arnold
Oct 7, 1947	TC 3738	Roger Morse & Lynn Arnold
Oct 8, 1947	TC 3742	Levern & Ruthann Norton
Oct 8, 1948	TC 6776	Richard & Judy Storms
Oct 10, 1947	TC 3779	Kregg Hunsberger
Oct 14, 1948	TC 6827	Gordon Bundy & June Wennekamp
Oct 15, 1947	TC 3820	David & Suzie Coleman



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

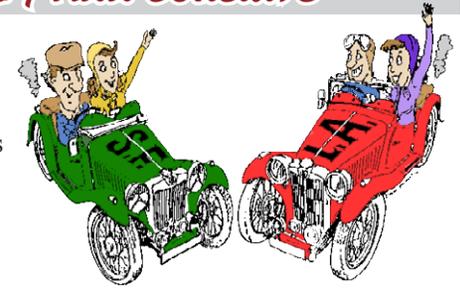
10 My apologies in that I had some wrong birthdays in last issue and left some birthdays out. Possibly due to a computer crash with loss of files and/or maybe it was a senior moment. I put in the corrections above.

## 62nd Annual TCMG / ARR Conclave

62nd Annual TCMG / ARR Conclave  
October 12-14, 2018

The 62nd Annual Conclave of the TC Motoring Guild and Abingdon Rough Riders will be held at Fish Camp near Yosemite.

Our host hotel is now full but there are still rooms available at our overflow location at "Best Western Yosemite Gateway Inn" in Oakhurst. Make your reservations now! Contact Allan Chalmers for further information - 415-823-9796, or allanchalmers@yahoo.com



The Ferguson fire near Yosemite was 100% contained as of August 19. Yosemite valley was not burned and has reopened. Fish Camp was not hit.

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## August 28<sup>th</sup> Meeting Minutes

Our August meeting was held at David and June Simon's Cornwell & Sheridan Classic Cars Museum in Gardena, California.

Those that arrived early walked and

browsed through the exhibit of antique and classic automobiles, a motorcycle collection and old memorabilia. There were two TCs on display (Dave and Ron Simon's) and two TC's driven to the meeting by Simmons and the Edgars.



Curt Sorensen, president of the club gavelled down at 8:07 pm to start the meeting. An attendance sheet was passed around. Curt started the meeting by thanking David and June Simon for hosting. He thanked the hospitality ladies; Bobbie Simon and Jan Sorensen for bringing delicious goodies and refreshments for everyone to enjoy during the break.

tech at their home in Thousand Oaks and Larry and Kay Einhorn's Chicago Hot Dog Barbecue Party at their home in Woodland Hills.

Curt called for recent birthdays and David Edgar said he had one a couple days ago.

Curt brought to the meeting an array of club information sheets placed on the "opportunity table" consisting

of: monthly Financial and Membership report. There are two new members and the club welcomes Mike & Pam Tooke of Santa Paula, CA. and Lavern & Ruthann Norton of West End, North Carolina; our Hospitality List, to remind volunteer members of their assignment dates to bring meeting refreshments; Program Schedules, "All Things New" (show and tell) opportunities and events; list of TC properties; Program Planning Schedule of updated list.

Linda Simmons who chairs the "Regalia" of the club reminded members to go to the website to order items they may want to buy. It is all stocked up with practical wear and souvenirs for TC enthusiasts.



The club welcomed Roy Jones who drove from Fullerton, Clifford Lemieux, and friend from Oxnand, plus Uday & Marsh Sawhney (friends of Joyce & David).

July meeting minutes by Sandra Loe, were approved as printed in the Midget Chassis. Richard and Sandra Loe were missed as they are on vacation at Huntington Lake.

**Old Business:** Appreciation and thanks for the last two events were given; Steve and Linda Simmons' breakfast buffet with tech session on Brian Wescott's TC brakes

Bobbie Simons of Sunshine Club reports Joe Douglass, who is at his home is adjusting quite well, and feeling better. The club welcomes any news from its members.

**New Business:** Curt reviewed upcoming events such as GOF West at Lake Tahoe in September and Conclave at Yosemite in October. The specifics of these events can be found on our website and Midget Chassis.

Pete Thelander will lead a convoy of TCs that will take 3 days drive to Yosemite at the Conclave in October. More details of



this convoy will be discussed as well as a viewing of "the Great Race" by Steve Simmons in September meeting.

The October Halloween Party of games and refreshments was discussed. Linda Simmons will try to come up with games. Joyce Edgar suggested the parking lot of the

church to set up refreshments, since meals cannot be served inside the church location. The club welcomes suggestions for this event.

December 9th, is the annual TCMG Holiday Party. Curt brought up Mel Appell's suggestion regarding contacting sponsors to donate items to the auction. A good idea, however, it was difficult to find volunteers to take on solicitation. Joyce Edgar will contact Larry Einhorn to be our auctioneer for the Holiday Party. Lucy McCanne will present to Sportsmen's Lodge the Banquet Event Order by October. The Holiday Party committee has agreed to \$40 as the cost for members for the menu entrée. There will be again be a toy drive and auction.

The meeting ended at 8:45pm and Curt invited everyone for refreshments.

Respectfully submitted,

*Lucy McCanne*

Volunteer Secretary for the night

A tour of his collection was led by David Simon. The origin of the title Cornwell & Sheridan comes from the cross streets in East Los Angeles where he grew up. David started his love for classic and antique cars while in high school.

For almost 30 years he has rented antique and classic cars to entertainment industries such as Playboy, Victoria Secret and Hollywood movie productions. The cars were used as props in films and other venues. His gorgeous red MGTC was featured in the magazine "Une Debauche a la Campagne. Some of his classic cars were



used in stunt filming and in the film "Bullitt" in 1969 with Steve McQueen. Stunt drivers participated in dangerous filming. Special effects such as miniature cars on scaled layouts were also used. In the film "The Love Bug 1969", each sequence was carefully planned prior to the take.

Some of the other cars were a 1948 Bentley used by Playboy as a prop. A 1938 Bentley Pillarless Saloon, in a commercial for Victoria Secret. A 1942 Oldsmobile was rented in the filming of "The Aviator" movie with Leonardo de Caprio. Some of David Simon's cars in the collection were in commercials such as "America's Most Wanted" and films "Forever Young" with Jamie Lee Curtis and the movie "China Town." Also on display was the "Great Race", Professor Fate's car. The film "Untouchables" used a 1934 Model A Ford. A visit to the museum is all worth the experience for any classic car enthusiasts. David and June Simon are members of the TC Motoring Guild.

## TCMG Member Robert Koons passed away

Sad to report that TCMG member, Robert Koons, has passed away. He lived in South Carolina, where Joyce and I had the pleasure of meeting him in 2015 and seeing his facility with 11 of his many cars. There he had 4 TCs plus 2, MGAs, 3 MGBs plus 2 XKEs in this one building plus he had several others including Lotus elsewhere. I cannot tell you how many NOS MG parts he had on shelves too.



Robert A. Koons  
July 14, 1949 –  
April 13, 2018

## For Sale - Used TC Dunlop B5 Tyres



FOR SALE: 4.50 x 19 MGTC Dunlop B5 tires. Only about 3000 miles on them, but they are 20 years old. Good overall condition. Perfect for an ongoing restoration project. Suitable for in town

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## Club Regalia

### Ball Caps

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Linda Simmons [linda@mgnuts.com](mailto:linda@mgnuts.com)

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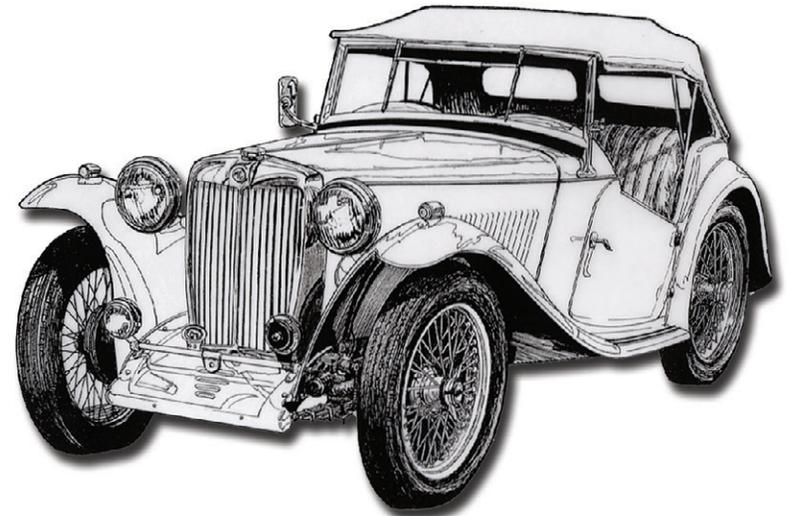


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