

TC Motoring Guild CLASSIC CHASSIS

July 2020



What's Inside

President's Message	3
GoF West 2020+1	3
TCMG / ARR Conclave	4
TC Happy Birthdays	4
June TCMG Meeting	5
June Scavenger Hunt	5, 7-11, 13
Taking the TC Back Home	6
ST51 Tail Lamp LED Conversion .	14-15
TC Panhard Rod Project	16-17

Tea-C Time

Cliff Lemieux sent this nice photo as one of his British themed photos. For our official June TCMG event, and in line with social distancing, we had a **British Themed Scavenger Hunt to find three photo ops with our TCs.** Our members got creative once more. You will find their photos and stories starting on page 5.





CLASSIC CHASSIS July 2020

Published in
Southern California by the
TC Motoring Guild
PO Box Number 263
Montrose, CA 91021
www.tcmotoringguild.org

The Classic Chassis is
published eleven times a year,

All contributions: articles,
letters, advertisements, and
captioned photos for the next
issue should be sent to:

The Classic Chassis
c/o David Edgar,
1454 Chase Terrace
El Cajon, CA 92020
djedgar1970@gmail.com

LUCAS CLASSIC TIRES
Lester, Firestone, Denman, Lucas.
Custom Classic, Goodyear, Dunlop & more.
We can save you money!
www.LucasClassicTires.com
2850 Temple Ave., Long Beach, CA 90806
800-952-4333



TCMG Officers and Chairs for 2020

President/Website	Steve Simmons	(see directory)	mail@mgnuts.com
Vice Pres.	Curt Sorensen	818-991-6152	curtwlv@aol.com
Secretary	Cliff Lemieux	805-984-5678	lemieux237@aol.com
Treas/Memb	Joyce Edgar	619-593-8255	djedgar1970@gmail.com
Director	Larry Einhorn	818-883-9999	goodeats@usa.net
Director	Toni Appell	818-648-9995	tjappell@aol.com
Ex Officio	Sandra Loe	818-790-2332	fordydelux@yahoo.com
Events	Richard Loe	818-790-2332	fordydelux@yahoo.com
Programs	Joyce Edgar	619-593-8255	djedgar1970@gmail.com
Editor	David Edgar	619-593-8255	djedgar1970@gmail.com
Historian	Don McLish	818-352-3741	dmclish1@hotmail.com
Regalia	Linda Simmons	(see directory)	linda@mgnuts.com
Sunshine	Bobbie Simon	818-708-2033	simonbobbie@yahoo.com
Hospitality	Jan Sorensen	818-991-6152	janwlv@aol.com
	Karen Olson	805-522-8052	karenolson@gmail.com

Steve's Thoughts



Spring has come to an end and Summer is upon us. This means driving season is in full swing, even for those in the colder Northern areas. Over the past couple of months It has been fun to see all the creative ways everyone is finding to enjoy their TCs, despite the continued social distancing being practiced around the world. We are all anxious for things to return to "normal" but at least we have these wonderful old machines to keep us entertained. What better way to enjoy a day outside while staying distanced from others than taking a cruise in a vintage sports car? Even a

sunny afternoon spent washing a TC in the driveway is time well spent, and keeps us mentally healthy.

Our "do it yourself" events have been popular and there will likely be several more such activities before we can gather in person again. If you have creative ideas for future activities, feel free to send them to Richard Loe, who is busy coming up with ways to keep us active and entertained. And please do consider joining our first ever "online" general meeting on the 23rd of June, details of which can be found in this issue. Despite our preference for old technology in our cars, modern technology does have its uses for keeping us in touch with one another.

Keep 'em on the road!

Steve Simmons
TCMG President 2020

GoF West 2020+1
has been rescheduled to
July 25 - July 30, 2021
at Mt. Hood Resort in Oregon

All 2020 Registrations will be honored and transfered to the "2020+1" event unless you specify otherwise.



TCMG / ARR 2020 Conclave



**October 3-5
Saturday - Monday**

**Apple Farm Inn
in San Luis Obispo
(site of our first conclave)**

Room rates are for two nights (Saturday Oct 3rd & Sunday Oct 4th).

The reservation is under #957685 - MG Conclave.

Call for reservations - 1(805) 544-2040

Main Inn:

King Rooms (single king) at a rate of \$437.15 for 2 nights

Double Queen Rooms at a rate of \$471.12 for 2 nights

Trellis Court Motel section:

5 rooms reserved – King (single king) at a rate of \$323.89 for 2 nights

4 rooms reserved – Queen (single queen) with a patio hot tub at the rate of \$357.87 for 2 nights

3 rooms reserved – Queen (single queen) at the rate of \$301.25 for 2 nights

This is a special group rate for the “MG Group” offered by James Leigh, Sales Director. These prices are inclusive of all service fees, etc. I understand room reservations can be cancelled up to 7 days before date of arrival, but better to confirm when you make your reservation.

Banquet choices:

New York Steak - \$45

Salmon - \$42

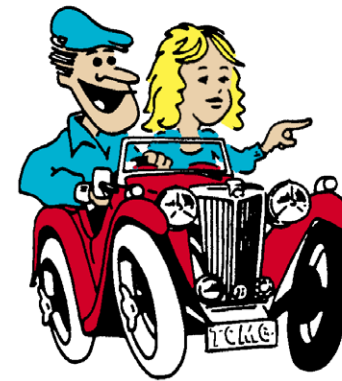
Vegetarian Pasta - \$34

We can do meals later, but you might want to reserve a room early. Changes or cancellations can be made up to 45 days before event.

Any questions please contact:

Howard Shempp (ARR)
hshempp@gmail.com
or 530-758-9713

Richard Loe (TCMG)
fordydelux@yahoo.com
or 818-790-2332



June 23rd TCMG Meeting

7:00 PM

**Come Join Our
Zoom Meeting
as we Social Distance**

Can attend with your phone, tablet, laptop or desktop computer (anything with a screen, built in camera and can receive internet signals). Will conduct short business meeting and then view June tour photos and stories.

Watch for TCMG group email with link to join the meeting.



Geoffrey Locquenutte & Nelson: On the Road

June British Themed Scavenger Hunt Photos



On following pages you will find our June social distanced tour submissions with members finding at least 3 places to photograph their TC with some sort of British theme. People got creative to say the least. Hope you enjoy them. They will be shown larger at our June 23rd TCMG Zoom meeting. The photos shown here were just extra photos sent in. We always like to see TCs out and about.

Tony Santarelli took his TC out for a spin to enjoy the Southern California weather.



Kay & Larry Einhorn did a virtual trip to England with stops at the old MG factory, at Windsor Castle and at Stonehenge.



TC Birthdays (Build Dates)

June 24, 1948	TC 5835	Bruce & Marlene Larson
June 24, 1948	TC 5850	Doug Pulver
June 25, 1948	TC 5856	Ed Pohle
June 30, 1948	TC5890	Pete & Fran Thelander
July 7, 1948	TC 5964	Bob & Judi Eicher
July 7, 1948	TC 5970	Richard & Sandra Loe
July 8, 1948	TC 5994	Warren & Deborah Kusters
July 13, 1948	TC 6013	Mark & Carol Beveridge



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

Happy 72nd Birthdays

FROM THE FRAME UP

Specializing in MG hard to find parts.

"I started my business 10 years ago with the specific intent to improve quality and availability of parts for the TABC enthusiast. Today, FTFU offers an unequalled collection of parts and services. FTFU is working hard to help you keep your car on the road!"

Doug Pelton



Here is what we can do for you!

- **Catalog - 140 pages:** FTFU has most every part for TABC's. Quality items many not available elsewhere.
- **Full restoration service:** We take it to the frame and rebuild each component to "like new" condition. Call to reserve a spot.
- **Tub rebuild:** We can build a new body for you and/or supply wood, components and technical help for you to do the same.
- **Component Repair:** FTFU can rebuild any major component that may require special tools or expertise. Instruments, dash board, shocks, stub axles & bushings, wiper motors, horns, headlamps; engines, oil pump, rocker arms, gearbox, differential, steering box, ID plates, and more.

Give us a call, we do it all!

Visit our web for valuable tech tips and videos.

www.FromTheFrameUp.com
480-588-8185

Taking the TC Back Home

In July of 2018 the Carr fire raged through Northern California and TCMG member Charlie Williams lost his home (but saved the TC). He recently was able to move back into a rebuilt home with the TC and here is his story on video. Very well done video. Search out MrShoptaw on YouTube for more of his videos.



<https://youtu.be/qLyHt064GLY>

(this is a hotlink on the PDF newsletter)

My "Tour of England" June Event Report

The day started at my home [in Sussex!] where I collected my post. My post box still works well though it is a hundred years old. Not long to go now, before I, get my telegram from Queen Elizabeth, but till then I'll keep singing of The Beatles from Liverpool.



We next drove to Sherwood Forrest in the north where we stumbled across Robin Hood and maid Marion. Whilst we didn't see any arrows fly, but something was about to go down. I am pretty sure

Robin was attracted to the sign Takeout. For as you know, "He takes from the rich to give to the poor." We managed to get away before the sheriff arrived.



Whilst in the neighbourhood I stopped off at a friend's manor house. Lord So and So was just leaving in his Bentley but he was not too sure about the weather, so he was aptly prepared. As you know it rains a lot in England but I managed to park the TC in a sunnier spot!

We stopped off at Betty Davis's English Tudor home for a game of croquet.



The teams playing were England against Encino! No match at all really but good fun followed by a smashing cup of tea.



Off to Pinewood studios outside London, where we managed to catch a glimpse of the filming of *Austin Powers and the spy who shagged*

me. Austin can be seen calling Dr Evil, while the Go Go girls played with his balls! His Shaguar was not available so I hurriedly had to paint the TC with the union jack whilst his English Dalmation looked on, hopefully not cocking his leg on my tyre! I had to lend Austin powers 4 pence to make the phone call!

After all the fun and excitement we had a nice leisurely drive home along the narrow country lanes, otherwise known as the 101/405 interchange!



I do hope that the other members had an equally smashing day out.

Charlie Ockwell

Ed. Note: Thank you Charlie for a wonderful read and fun adventure.



More June Event Self Tours



We worked up quite a thirst discussing British cars and English films. So we moved on to McP's Irish Pub where we enjoyed a welcome pint.

The afternoon was getting on and, as we had been invited for tea at the home of Sir Peter Whetherill - Smith, we made haste to arrive on time. Sir Peter was most welcoming, and we enjoyed a delightful visit. In our final picture, you'll see Sir Peter's lovely home, arguably the finest example of neo Smurf Tudor Architecture to be found in Coronado.

It was wonderful Saturday afternoon, and we decided to take our TC out for a little exercise in Coronado, CA. In the first photo we're visiting with a renowned English actor who is a fixture at The Celtic Corner, a purveyor of English and Scottish clothing.

Leo & Christine Rocca



At one of the places we stopped at a lady came out to admire the car and asked if we were with a car club. I said yes. She asked if we were on a scavenger hunt. Yes. Did we have to find three things. Yes. Apparently someone else had already been there, and when he left he went to the place we had just come from. What are the odds that two of our members would be sending in the same photos, taken on the same day (Tuesday)?

Photos of Hare and Hound British Goods, Crown & Anchor Pub and then corner of Whitworth & Whitworth (note Linda holding the Whitworth wrench).

Steve & Linda Simmons



TC6373 at the Crown & Anchor parked British Style.



Under the Union Jack at "Hare and the Hounds" (Goods from the British Isles).



Tea-C Time (photo also on the cover)

Cliff Lemieux



I first drove to Abingdon West (sometimes referred to as the Simmons Estate) where the car would feel at home with friends.



Then stopped and had a beer.



On the way back home I stopped for tea. Iced, from "Southern England"

Rob Zucca



British Pacific is a supplier of parts for Land Rovers located in Simi Valley.



Crown & Anchor is a British Pub in Thousand Oaks.



Smitty was a life long friend of my dad. When my dad bought (what is now my TC) back in 1948, Smitty promised to wax it every week. The British connection is Smitty developed a Toyota Supra 5 Speed transmission conversion for Austin-Healeys.

Kress Hunsberger



We found a British Heritage repair shop (specialized in Triumphs though). A Prince Lane sign and Queen's Cafe. We encountered many, many comments along the way including: Awesome car, Nice car, Love your car and Is there room for me to ride too?.

David & Joyce Edgar



Visited sites include, Oh, Fancy That! British Gifts, the Pikwick Pub and H. Salt Fish & Chips.

Kay & Larry Einhorn



Our stops were Pasadena British Service in Pasadena, Rose Tree Cottage tea house in Pasadena (note Union Jack above hood of TC) with cars lined up at curb for "curbside service." Last stop was on Queen Victoria Road.

Richard & Sandra Loe



We live in a town called Westminster, CA. Westminster, England is the seat of the English parliament and encompasses the House of Lords and the House of Commons. Our little town was founded in 1870 by Rev. Lemuel Webber, Presbyterian minister, as a Presbyterian temperance colony. The name is derived from the Westminster Assembly of 1643, which established the basic tenets of the Presbyterian faith. Needless to say, temperance is no longer practiced here.

The names of the streets near us are almost entirely taken from English towns so we chose the corner of Uxbridge and Shrewsbury for a photo. Our next stop was the Westminster Civic Center. Then to our favorite pub, The Olde Ship.

Driving home we spotted Bristol Street and English Street. We could not resist the Westminster All American City sign. And, of course, we had to include our own self named MG Street.

Thanks, Richard, for suggesting an outing in the MG. It was great to get out in the car and breathe fresh air. Only wish we could have traveled further afield.



Pete & Fran Thelander



Appells TC with a rather large British flag, and at the Robin Hood Pub with Toni holding an English Rose on the left here.

They must like car lots as evidenced by the Land Rover dealership they went to this month and the Lamborghini dealer in last months photo.



Mel & Toni Appell



THIS IS WHO WE ARE



DELIVERING THE BEST SERVICE SINCE 1948

Leif Jacobsen

Sales Representative

Moss employee since 2008

Compared to some on our sales staff, Leif is fairly young, but don't let that fool you—British sports cars are in his DNA. Leif maintains and races the same 1934 MG NA Magnette that his father and grandfather once campaigned. Our sales team really knows British cars and that's why we are the best in the business.

SAME DAY SHIPPING

FREE CATALOGS

TECH SUPPORT

EAST & WEST COAST WAREHOUSES



800-667-7872
MossMotors.com



BRITISH SLANG LESSONS by Curt

British

English

Bits'n Bobs = Various Things

Brilliant = Great



Not in their real TC but Stan & Esther participated in the June event as well. Their model TC is by some Earl Grey Tea and English muffins, books authored by Winston Churchill, plus a drawing of The Grand Hotel. Even Queen Elizabeth came out to see what was going on.

*Stan & Esther
Belland*



Reliable TCs (*smile)

In addition to the June event photos of TCs out and about, we were sent some photos of TCs that had to be coaxed or did not make it out at all.

David Reid went out to dust off the TC for the May event and discovered a large puddle of oil underneath. Might be a drain plug seal leak but still checking it out.

And Richard Loe had to deal with a dead battery before their TC could venture out. Pete Thelander also had a dead battery plus a bad charger so their venture out was delayed as well.



Lucas ST51 "D" Lamp LED Conversion



Over 70 years of old technology and use has left many MGTC tail lamps both dim and unreliable. The conversion of those old incandescent bulbs, to modern solid state

LED (Light Emitting Diode) technology, is a proper solution to both problems. While one could simply replace the existing incandescent bulbs with their LED counterparts, that approach would not solve any connectivity problems associated with the original socket designs. Additionally the original lamp used only the smaller portion of the split red D-lamp lens for the tail light, which is pretty small and not of much use in today's world, and the larger portion of the red lens was only brake. An overall better approach is to replace all of the internal parts with arrays of LEDs mounted on printed circuit boards and light up both sections of the red D-lamp in both tail (lower illumination level) and brake modes (higher illumination level). I sourced my conversion from *From the Frame Up*. Although this approach does not restore the tail lights to their original configuration, the changes are all hidden and, therefore, are not noticeable to a casual observer and much safer.

My TC is positive ground (as original) and I have two lamps mounted which is not original but added lights in the back are good. The following procedure is for one lamp from the following suppliers.

From The Frame Up (ed: ad on pg 6)

- EL618* LED Conversion Panel (Positive Ground)
- (1) EL858 Clip, Lens Retaining
- (1) RU050 Seal, "D" Lamp Side Lens
- (1) RU052 Seal, "D" Lamp Main Lens
- (1) RU054 Seal, "D" Lamp Main

14 Body

*Note: The manufacturer of this part is Brittrix (brittrix.com) and use EL619 if you have a Negative grounded TC.

Fry's Electronics

- #16 Stranded copper wire lengths as required in black, red and blue insulation.
- 1/4" Heat-Shrink Tubing (Rhino P/N TB-064BK)

Ace Hardware

- Spray Adhesive (clear)

Starting with disassembly, cut and remove all electrical wires from the interior of the light enclosure. This will permit better access to other parts of the assembly. Next remove bulb socket/reflector assemblies by drilling, or grinding, the heads off of both mounting rivets which attach the assembly to the baseplate. Punch out the remaining rivet parts and separate the assembly from the baseplate.



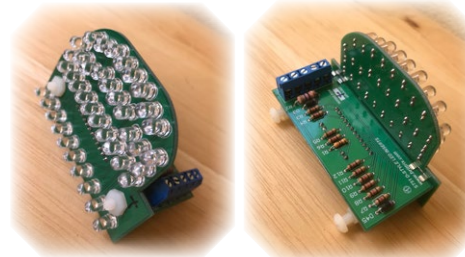
Remove the lenses by disengaging both ends of the retaining clip which holds both red and clear lenses in place. Then remove the gaskets/seals where the lenses were as well as the one on the baseplate. This would be a good time to clean up any rust and dirt from the lamp using appropriate cleaning materials. You also need to enlarge the rivet hole closest to the edge to 3/16" with a drill to mount the new circuit board. Measure the distance between the two nylon circuit board standoffs and drill a new 3/16" hole that distance and parallel with the baseplate straight edge for the second circuit board mounting screw.



Curt Sorensen

Paint or touch up paint as needed. Clean the lenses as well.

The LED Conversion Kit is comprised of two LED circuit boards (LED arrays) where the main LED array illuminates both parts of the red lens in running and brake mode. The 2nd circuit board with two LEDs illuminates the clear lens for the license plate. Two "stand-off" nylon spacers are used to mount the circuit boards to the lamp baseplate. To assemble, plug the smaller board into the other board (at right angles to one another). Make sure that



the multi-pin connector is properly seated before proceeding. The two spacers should then be inserted into their respective holes on the backside of the larger array and the associated nylon nuts installed/tightened securely. (Do not over tighten.)

Now comes the fun in mounting the LED assembly itself. Mount it using the two nylon screws through the baseplate holes you drilled and into the nylon spacers. Do a gentle test closing of the cover. If there is interference, then you will need to elongate the mounting holes with a small rat-tail file until everything lines up just right and the cover closes without hitting the LED assembly. This may take a few tries to accomplish. Just have patience.

In my case I made up a wire harness so I could connect my two D-lamps together

and to the main wiring harness. If you only have one D-lamp and the main harness is long enough to reach inside the lamp, you can skip this next part.

My optional wire harness is comprised of three #16 gauge stranded copper wires with black, red & blue insulation, and encased in heat-shrink plastic tube. I left 4 1/2" of the three wires beyond the end of the "shrink-tube" where it enters the lamp. Strip and individually solder the ends of each wire. Heat-shrink the tubing which encases the three wires with a heat gun. Thread the pig-tail ends of your wiring harness through the external opening of the baseplate.

Next connect wires to the LED terminal-block screws by loosening screws, inserting wire and then tightening. A



Harness through baseplate and showing the two elongated mounting holes

service loop (or some slack) should be formed for each of the three wires. Black wire goes to "GND," red to "TAIL," and blue to "BK/TN."

Test LED function by jumping to battery. If working, then wire it to your TC, the tail light baseplate and shell can be closed and the securing screw inserted and hand tightened. Enjoy your brighter lights and lower power consumption.

Curt Sorensen, TC 4694

(Ed. Note: This is a condensed version of Curt's full instructions which are found on our TCMG website in the Technical Resources section.

Installing a Panhard Bar . . . Plus . . .

This project started a few months back when I decided to install a Panhard Bar. on the TC. First a little history, the TC was originally purchased used by my father in 1948. Got a decent deal since the TC had a bad rod bearing. He and his buddy Smitty tried to pull the piston out the top and quickly found difference between American engines and British engines (rod big end bigger than the bore). In 1950 he installed a V8 60 and over the next decade was racing the TC in the SCCA events. In the January/February 2019 issue of this newsletter there is an article my mother wrote in 1963 about him rolling the TC on a hill climb event. In retrospect this is a key event in this story.

Back to recent events, I was installing a panhard bar which required releasing the spring from the axel to replace the shock perch plate to the one that allowed attachment to the bar. It was found that the bolts making the attachment were bent and I made a run to Moss Motors in Santa Barbara. Their website said bolts were in stock, but they only had 3 out of the 4 I needed. I took possession of the three and backordered 5. After a number of hours of trying to install the bolts with the forward spring pin still in place, I gave in and completely removed the spring which required removing the badge bar and cowl. The bolts went in nice and easy, however the forward spring perch wouldn't go in place being offset by about an inch. Using ratchet straps, assorted other tools and expletives deleted, I was able to get everything reinstalled.

In testing the TC, the handling was much improved and I then decided to continue on, and refurbish the shocks.

Now this is another difference of this car has over a stock MGTC. Back in the 40s and 50s racers were changing out the lever arm shocks with the HOUDAILLE lever arm shock. The advantage of these shocks where they were adjustable. So the TC was back on the lift. Shocks were removed

and taken to the rebuild shop.

Due to COVID-19 the TCMG recommendation of getting a picture of our cars on a drive was requested. Well, the plan was to tighten up the unused bolts for the shock attachments and go for a little sedate drive and take a picture. While tightening the bolts, I look down at the front spring pin and can see the Zerk fitting was rotated from where I had left it, the bolt rotates! Horror of horrors. Well the good point is although the spring pin is sheared through the greasing hole at the pin center, everything was captive. The spring pivoted on the half still screwed into the cross member and the outer part of the bolt was in place being captive by the cowl.

Bitting the bullet, I removed the cowl and dropped the axel. After inspecting everything, it was found the axel was bent. What actually happened is the original bolts being bent compensated for the bend of the axel to allow the springs to fit the dimensions of the frame. Remember the comment about being rolled on the hill climb. Once the bolts were replaced, the springs had to align with the axel and due to its bend the reference dimensions between the springs at the front went from 22.5 to 23.5 inches. The aft springs were at 21.5 inch seperation. So being an engineer



Gregg Hunsberger



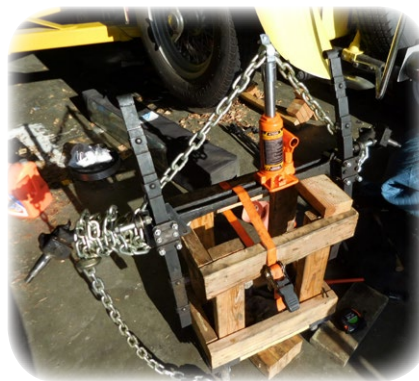
Cowl and spring pin removed



Left side being worked on

and resourceful, I made up a press using a trucker chain and a piston jack (see attached photos). Legal notice: Don't do this at home... The chain wraps around the axle on the lower side to minimize twist. After applying enough pressure to bring the forward spring attachment points in to about 20.5 inches the free state returned to the required 22.5 inch dimension.

Many years ago when I was a young child my mother had a spindle break when she was driving the car and the wheel flew down the road in front of her. Knowing that, and not one that wants to go chasing after a wheel I inspected the front hubs and kingpins at this time. After great deal of persuasion and some rattail filing to clean up the deformation from the kingpin locking pins I was able to remove the kingpins and I found that one of the spindles was original and the other was replaced more than 60 years ago. After the axles were magnafluxed I found one spindle was good (I think the replaced spindle) and the other had a crack 1/2 way



Straightening the axle



Axle and spings removed

through. I am sure glad I had it looked at. Another call to "From the Frame Up", it's just money.

On Mother's day I texted my niece and told her about the status of the TC. Her response was "That car takes a lot of maintenance." Well yes, although it should be good for another 50 years after doing this work. I'm on the recovery side of the curve (like the hope for the COVID-19 curve). I began painting the parts, line boring the kingpin bushings (when the reamer comes in) and assembling everything. If everything goes well, maybe back on the ground on Memorial Day.

Have Fun

Kregg

Ed. Note - Kregg did make it back on the road by Memorial Day after much more work. 2nd half of this article will be in the next issue.



Axle ready to paint

Club Regalia

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

Ball Caps

\$15.00 each, plus postage



See our website for other items
tcmotoringguild.org

REGALIA CHAIR

Linda Simmons linda@mnuts.com

Prices beyond our control
subject to change
International postage is extra

1949 TC For Sale



1949 MG TC that had been in storage nearly 30 years. The car is now running and a lot of new parts on it. It is in great shape and see no rust except in the gas tank. The tank works but would suggest getting it cleaned and relined. All lights work including the turn signals.

18 Comes with nice side curtains and an

old tonneau cover. Special parts include: Updated aluminum oil filter, aluminum valve cover and steering wheel. Paint and chrome are good for a driver but not show quality. The interior is very nice. California title and registration are current and in my name. Great buy for a running TC. New or near new parts: brake master cylinder, rebuilt wheel cylinders, battery, fuel pump, windshield, wire harness (entire car)

\$23,000

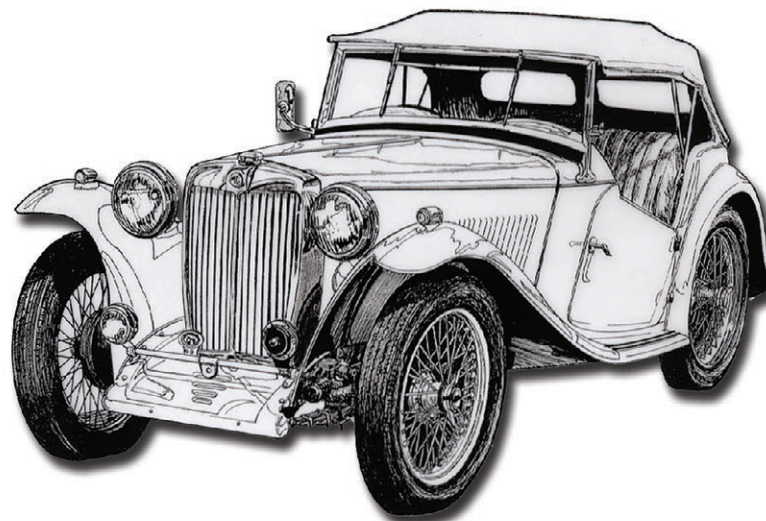
John Searock - (818) 843-2892
msearock@sbcglobal.net



J. C. TAYLOR ANTIQUE AUTO INSURANCE

J.C. Taylor has been protecting prized possessions since 1929. We know the industry and the cars. And best of all, we know you. This is not just a car to you, it's your time machine, your memory scrapbook. It's your passion, and *ours*.

Insure with J.C. Taylor, and you can drive through time with peace of mind.



JCTAYLOR.COM

1-888-ANTIQUE



facebook.com/jctaylorinsurance

J.C. Taylor Antique Automobile Insurance
320 South 69th Street
Upper Darby, Pennsylvania