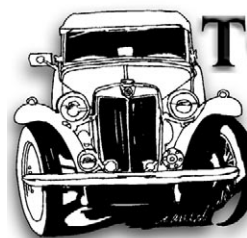




**First Class Mail**



# TC Motoring Guild MIDGET CHASSIS

*Published by the TC Motoring Guild, Inc.*

**October 2008**



*Phil Hill racing his MG TC*



## **Phil Hill 1927-2008**

*As a teenager, Hill became one of the first dozen members of the California Sportscar Club in 1946 and his first taste of victory came in a rally through the wilds of the San Fernando valley at the age of 19.*

*In November 1947 he bought a new MG TC from International Motors in Beverly Hills, then joined them as a mechanic.*



*Phil Hill driving a Ford V8 powered MG-TC*

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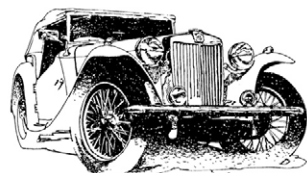


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Ron Simon

**"Optima Introductory Special"**  
Battery for TC #75/35 Red Top \$146.00



## The MIDGET CHASSIS October 2008

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

The Classic Chassis is  
published semi-annually and  
The Midget Chassis fills in on  
the remaining months.

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  
email: djedgar@pacbell.net

**View this issue  
in FULL COLOR  
on the web:**  
[tcmotoringguild.org](http://tcmotoringguild.org)

*Deadline for  
submissions to the  
Nov. Midget Chassis  
Oct. 10th!*

## TCMG September Meeting

# Tuesday, Sept 23<sup>rd</sup>

## 8:00 PM

**Pete Thelander will share  
some of the experiences  
acquiring and restoring the  
MG NE Magnette**

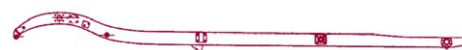


Now where do think Pete found his rare (one of seven built)  
1934 MG NE racing machine? Hidden in an old barn or in a museum?  
You might be surprised. And what did it take to get it into the condition  
it is now, to still race? Come find out the interesting history of this  
beautiful car. Be sure to make this meeting. See ya there !!!

Citibank Community Room, 2350 Honolulu Ave., Montrose  
GPS coordinates: N 34.206 W 118.229  
Meeting room entrance is at the rear of the bank – downstairs.

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Please welcome our newest  
advertiser, TCMGer, Doug  
Pelton. Doug knows his TCs and  
founded his business as a result  
of doing his award winning TC  
EXU restoration. He is a frequent  
contributor in the Midget Chassis  
(see page 6-7 in this issue.  
Thank you Doug.). Please support  
him as well as all our advertisers.

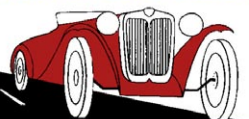
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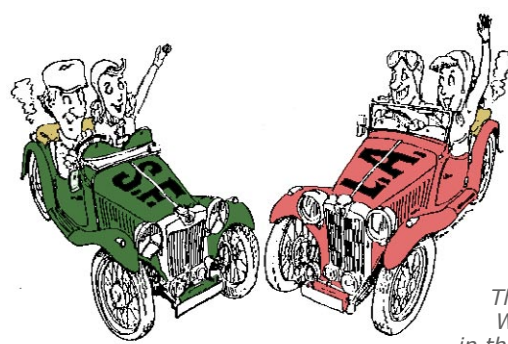
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## 52nd Annual TCMG/ARR Conclave

**October 3-5**



25 rooms reserved at the **Yosemite Gateway Inn** Oakhurst, Calif, for the first weekend in October. Friday, Oct 3 and Sat. Oct 4th.

The price is \$107 plus tax. Call 1-888-256-8042.

The rooms are under "MG Group". We will have the Saturday dinner in the banquet room at their restaurant.

Contact Gene Olson for caravan schedule.

olson\_g@msn.com or 805-522-8052

Possibly meet at McDonalds in Castaic (Lake Hughes exit from 15)

## 33rd VMG MG Parts Exchange

**Sunday, November 23**  
7am to 1pm

College Park, College of Communications  
2600 E. Nutwood Ave.  
Fullerton, CA

A not to be missed event if you need parts for your TC (or other MGs) or if you just like to talk MGs.



## GoF West '09

**June 22-26, 2009**

GoF West  
Squaw Valley



## Griffith Park Observatory Tour



On Sept 13th, three TCs were at the Griffith Park Observatory Tour, those belonging to Gene & Karen Olson, Ron Wong, and Joel Shapiro. Ron & Bobbie Simon came in their Mini. Ron Wong invited all to his home (at the bottom of the hill) for lunch afterwards.



Photo by Ron Simon

Note that Ron Wong's TC is back on the road after an oil line split (but nothing \$4000 and a few months couldn't fix).



# MG TC Sales Brochures

## More Originality Revealed

by Doug Pelton

I recently came across a somewhat forgotten book called "The 'T' Series" by Richard Knudsen, first published in 1973. The entire book is a conglomerate of the many MG sales brochures (SB) from the TA to the TF. My primary interest of course was the TC brochures and their unwitting documentation. The early brochures captured the TC prototype and excitement of the new and upcoming TC. Follow on brochures built on this same excitement and captured the important features of the day along with photos of original features of the car. In total, there were five "MG Midget Series 'TC' Brochures" included in the book.



- June 1939: How is it possible that there was a TC brochure published in 1939 when the first TC was not built until 1945? This brochure clearly shows June 1939 and reprinted in April 1945. This means the TC was ready to debut in late 1939, put on hold and then resurrected before WWII had even come to an end. Because there were no TC's built yet, the photos in the brochure are actually those of a TB. You can tell by the round TB Lucas tail light instead of the familiar TC "D" lamp. Also the running boards had 3 TB treads instead of the 2 TC treads.

6

The cover of this SB featured

the infamous prototype TC license # CJB 59. The SB actually contains much of the same info as the previous model TB brochure. It also highlights the many MG accomplishments sighting performance press releases from 1936. Obviously, this brochure got stuck in a draw during the war and would be a rare find today.

- June 1946: This SB has a cover car with front license plate # MG 1945 and the printing was in June 1946. Performance press releases that were included were now touting the MG accomplishments up through October 1945. Color finishes offered according to the SB are: "Black, Regency Red, or Shires Green cellulose, with Chromium plated fittings or moldings. Wheels are finished Silver, in specially treated Metallic Enamel." Note: There was no mention of the color "Emgee Red". This brochure would have been used for the marketing of the TC home model.



- Circa 1945-46: Export Edition, Nuffield Exports, Ref. No. NEL 53 (NEL = Nuffield Export Limited). This SB had all of its information



in 3 different languages; English, French and German. The brochure was obviously prepared in 45 or 46 because it used the TC prototype photos the same as the early home model brochure. However, this particular brochure must have been adopted for local US marketing later on and reproduced as evidenced by the addition of: "Peter Satori, British Motor Cars, 2611 Shattuatuck Ave, Berkley, CA." Does anyone know Peter?

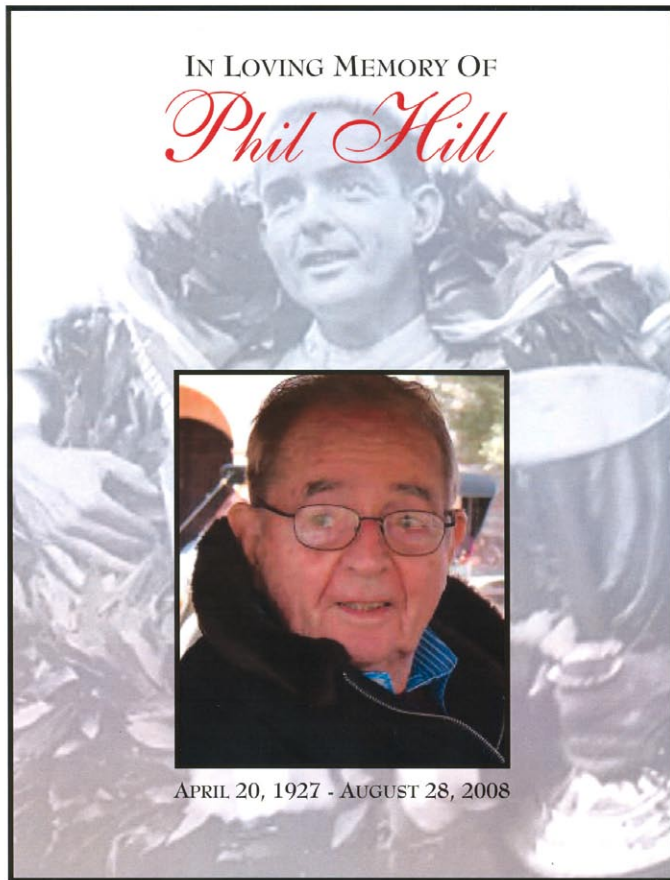
- Circa 1947-48: Later Export Edition (Ref. No. NEL 73A), 16 pages, pink/red cover. This was written in mostly English however, it has a section containing French, Spanish, and Germany marketing features. My guess is that it was for more of a global export marketing sales brochure. One of the marketing features of the day included: "SILENCING. A perforated tube type silencer is fitted, which provides the maximum of silencing with the minimum back pressure". If you did not recognize the topic, it was detailing the features of the TC exhaust system. How noteworthy would this topic be in today's marketing of autos?
- Oct 1948, Final Export Publication No NEL 111, Nuffield Exports, 16 pages. This brochure represents the pinnacle of the TC sales brochures. It

is rich with vibrant colors, lots of photos, and contains details of MG racing records thru Oct 48. The centerfold shows the "MG on the highways of the world" with the MG is 8 different world class settings. One of these shows the MG TC in Dallas with caption, "Cotton Queen leading the preliminary procession of the Texas State Fair". Only the US photo had a photo of a TC with a bumper. This may have been another prototype and conscious decision in preparation of things to come. TC EXU was scheduled to debut a few months later. The EXU had a bumper as required equipment for exports to the US in starting in Dec 1948.

There are probably other sales brochures that were printed and I would welcome future discoveries. They were very fun to read and to review the pictures for items of originality. Overall, I found this very insightful of Richard Knudsen to collect and publish the brochures of the day and thus leaving us with a time capsule of the MG T Series autos. And for those who seek the truth about TC originality, these brochures offer another source of information to confirm or deny.

Comments can be sent to  
doug@FromTheFrameUp.com

## Phil Hill



Phil Hill started his racing career in the Southern California area with his TC playing a big part in that. He did advance to Jaguars, Ferrari, Cobra and a host of other cars. Phil won the Sebring 12- hour race in Florida three times, in 1958, 1959 and 1961, His other major triumphs were abroad. In 1958, he was the first American to win the 24-hour race at Le Mans, a victory he repeated in 1961 and 1962. He won the Argentine 1000km race three times; the Grand Prix of Italy twice and the Belgian Grand Prix.

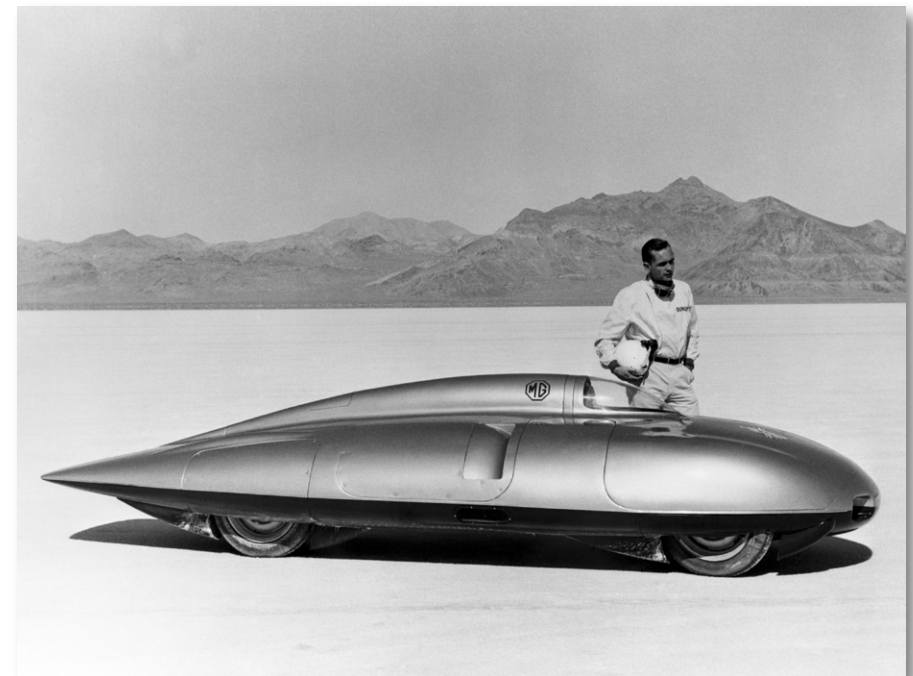
Phil is the only US born driver to ever have won the Formula One International Championship (which he did in 1961).

Interestingly enough he never competed in the most famous American race of all, the Indianapolis 500.

He maintained a residence in Santa Monica to the end, although he died at Community Hospital of the Monterey Peninsula in Monterey, Calif. He was 81 and had Parkinson's disease

## Early in Phil's racing career while he raced his TC.

Date	Event/Location	Race	Car	Car #	Place/Time
12-28-1947	Palos Verdes Time Trails	???	TC 5194	???	2nd
2-1-1948	Chatsworth Rally	???	TC 5194	???	1st
10-10-1948	El Mirage Time Trials	???	TC 5194	544	91 mph
11-14-1948	Van Nuys Time Trails	???	TC 5194	???	2nd
12-5-1948	Van Nuys Time Trails	Class II	TC 5194	???	2nd
12-5-1948	Van Nuys Time Trails	Main Event	TC 5194	???	3rd
7-24-1949	Carrell Speedway, Gardena, CA	Trophy Dash 3 laps	TC 5194	2	1st O.A.
7-24-1949	Carrell Speedway	MG Main Event	TC 5194	2	1st O.A.
8-14-1949	Gold Creek Golita Time Trials	???	TC 5194	3	2nd
8-21-1949	Carrell Speedway	Main Event	TC 5194	2	3rd O.A.
8-21-1949	Carrell Speedway	Race 4	TC 5194	2	1st O.A.



MG EX181 Bonneville Record Run 3 Oct 1959 Phil Hill 254.91mph

M.G. has an astounding history in international speed records, which culminated in the 1950s with the M.G. EX181, nicknamed the "Roaring Raindrop"





*Do you have a memorable ride that you would like to share? If you do, please send to David Edgar along with any photos (if any) to be included in future issues of this fine publication. Shoot for around 500 words in length.*

## Memorable Rides

by David Edgar

### 1979-1984, Kids in MGs

I have many memories of rides in the TC. There is the first drive, first breakdown, longest - well you get the idea. But the ones that stand out the most are the ones with our children along.

There was the time our middle child, Karen, was being potty trained. She was very particular where she went and would only go in her little portable potty seat. Well the conclave was upon us so we pack everything up and where do you put a potty seat? Remember, we have to leave the space behind the TC seat open for Karen and her small assortment of toys. The rack was full. Well the little seat got bungied up under the dash panel behind the speedo. About 80 miles up the road we hear, "I gotta go pee pee." As the statement sounded somewhat urgent we pulled off to the side of the freeway shoulder, set the potty on the ground (to the side of the TC away from traffic) and she did her job. We were able to find more reasonable places the rest of the trip though.

Another event was on the way back from GoF at Lake Tahoe. We had both children that time with them sitting facing each other, legs intertwined, in the space behind the TC seat. We made it up there just fine and on the way home Doug Wimer had arranged for about 5 TCs and occupants to stay at a large home cabin in Mammoth Lakes.

We wound our way up the hill and came upon the cabin. Only problem was it had a very long steep driveway. Doug & Ilene, made it up as did Phil Marino and Gayne & Nancy Wimer. Betty Gaw's TC almost made it. She finally went up in reverse since it was lower than first. So now it was our turn. Got a run as best I could but no dice. Two adults, two kids and all their luggage was too much. Gave it a stab in reverse and it took two shots but we did it.. One of the kids got sick that night as I recall too.

We eventually had a third daughter and that was too much to fit in the TC. We bought a somewhat rough Y sedan and now were traveling in luxury. The kids had room for their legs. We went for a desert tour with the local San Diego T Register, when heading back at night and about 40 miles from home we had a flat. So our group pulled over. The rim had split and we had no spare. A call to another Y owner got him to drive half way with a spare and relay it to one of our group. Meanwhile the Joyce got sick. One of our group drove home to get his modern car and then was able to take Joyce and children home. The tire finally arrived and we got the Y going and finally got home about 11 pm.

We had many non-eventful fun trips too but the above examples were most memorable. Ahh, the memories. Good thing that we were young back then.

## TCMG Annual Meeting / Holiday Party

**Sunday, Dec. 7, 2008**  
Doors open at 5:45pm



Bring Auction  
Item & Toys



Fun Auction  
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Excellent Dinner

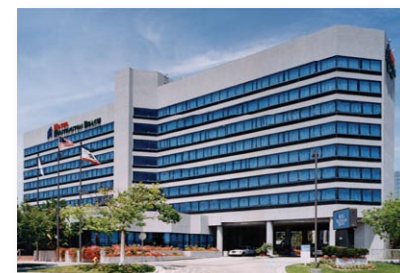
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Special rate at the hotel  
of \$85 a night if reserved  
before Nov. 23  
Group name: TCMG



Dinner Reservations must be received by Friday, Nov 21

Entree Choice

- \_\_\_ Chicken
- \_\_\_ Prime Rib
- \_\_\_ Salmon
- \_\_\_ Veggie



Total # of dinners \_\_\_\_\_

@ \$30 each

Amount sent \_\_\_\_\_

Make check payable to: TCMG

Send Dinner Reservations to:  
Joyce Edgar  
1454 Chase Terrace  
El Cajon, CA 92020



## August Meeting Minutes

Ahh, our August meeting was being held at the Simon Auto Museum as we do each year about this time. Members started rolling in early so they could enjoy all the eye candy of old cars. And our members brought a few of their own. Dick Messer brought his very fine 1939 Plymouth convertible (first convertible with automatic power). Harvey brought his Bentley and two friends of David Simon brought a beautiful TD and TF. In walking around the museum, there was a mock train (impressive custom built on a forklift chassis and used in parades and special events). Art Ludwick would have loved it.



*Dick Messer in his '39 Plymouth*



*And Harvey's Bentley, followed by a very, very nice TD and TF.*

We began the actual meeting at 7:42 and we greeted our guests of Rod and Tony who brought the TD and TF.

Minutes of last meeting failed to record that we had voted and approved \$50 to order new club checks. With that correction, the minutes were approved.

Joyce reported our finances. All is fine (details were posted for those that were interested). She announced our 105th member, Patrick & Laura Mauch. Patrick was a member back in the '80s and now travels via motorhome most of the time.

Sunshine chair, Bobbie Simon, asked to be notified if any of our members had any health issues. Esther Belland is doing better (but has a bit of recovery and therapy yet) in regard to her spine and nerve work done. Bob Wilmer is still dealing with knee issues after a partial replacement.

A reminder of the TCMG Holiday Party on Dec 7 in Huntington Beach was made. Cost to TCMG members will be \$30.



*Wonder what these ladies were plotting*



*David Simon's TC as a nice accessory to our meeting.*



*Sammy Davis Jr. (well a statue of him anyway) has him singing during the meeting. But the wonderful cars surrounding us probably distracted us more.*

On the refreshment table was a birthday cake with Happy Birthday David on it. (Thank you, Bobbie!) As we had three Davids in attendance (Coleman, Edgar, Simon) everyone wondered which David it was. Was David Edgar's actual birthday and David Coleman had one earlier in the month so they blew out the candles together.



## August Minutes (continued)

Gene reminded everyone of the Griffith Park Tour on Sept 13. Facility is much nicer after the restoration. Meet at the observatory at 9AM.

And do not forget the Conclave in Oct 3-5 at Oakhurst. Be sure to make room reservations and get your dinner money into Allan Chalmers.

Several of our members visited the Pebble Beach Concours. Reported an unrestored TC was there.

The recent MG Enthusiast magazine had a nice centerfold spread on Gene Roth and TC. Issues can be found in Barnes & Nobel and other book stores.

George Kershaw said his old TC (sold to William Lyons) was recently sold at auction for \$34,100.

We ended the business part of the meeting at 7:58 and enjoyed each other's company and refreshments.

Ron Simon then showed some movies. First one was about what we drove in the 60's. And then several segments of the Goodwood races held our attention for quite awhile.

Your humble TCMG Secretary,

*David Edgar*

*Thank you to David & Ron Simon for the use of the facility and entertainment.*





## The Carroll Shelby TC



The first car that Carroll Shelby drove in a road race will be at a Barrett-Jackson Auction in Las Vegas, Oct 16-18. TC 8335 is the car that started his racing career. In May of 1952, his good friend Ed Wilkins let Carroll Shelby drive this MG TC in a road race at Norman, Oklahoma. It was Shelby's first sport car race. He won it, and the second race too, easily outrunning the Jaguar XK120's. That race and this car changed the course of his life as he went on to achieve immortality as creator of the Shelby Cobra and Mustang as well as other significant cars.

Here is your chance to own some automotive history. For complete info go to: [barrett-jackson.com](http://barrett-jackson.com) And if you bid on it, you may want to bring LOTS of cash.

## Club Regalia

### 'TClinics'

Send for a free index of over 60 ways to keep your MG "TC" operating safely and reliably. Each "clinic" is 20 cents. Non-members pay 50 cents for the index. Index is also on our web page at:

[www.tcmotoringguild.org/tclinicindex.html](http://www.tcmotoringguild.org/tclinicindex.html)

### "MG Through the Ages"

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

**TCMG Club Badge** ..... \$25 if picked up, \$30 if mailed (members only)

**TCMG Club Pin** ..... \$3 if picked up, \$5 if mailed (members only)

### "MGTC Specifications"

What is and what isn't stock on the MG-TC? A "must" for restorers..... \$3.00 members, \$5.00 non-members

**TCMG Cloth Emblem** ..... \$4.75

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