

# Member Featured Car of the Month April 2011

## Steve & Jayne Powell's 1948 MG TC

By Steve Powell as interviewed by Ron Parks

I have a long history with this car. Somewhere in the late 60s, I bought An MG TC out in west Dayton in pieces. The body and frame were together and the engine was apart. At the time I didn't have a lot of money and I paid \$500 for that car. I had worked on a few MG TDs and owned a few of them, etc. As time went by I met Art McArthur who lives in Englewood and he had a TC that he drove back and forth to work. And, being a machinist, he decided he wanted



to restore that car. He needed some parts and I needed some parts so we bought a car someplace in New York state and went and picked it up one weekend. So we had two (2) complete MG TCs and another body, frame, front fenders, rear fenders, but with no engine. Art started rebuilding his TC in the late 60s – early 70s. I didn't have the money at the time to rebuild mine and then in 1973 we bought a new house and I needed some cash. So I sold the TC and all my MG stuff. I think I got \$3,000 for all of it and applied it to the down payment on the house. Then the only MG I owned was the TF 1500 that we still own today. I had bought it in 1969 for \$600. Over a period of time I bought and sold some other cars, but always had the TF. Meanwhile, Art McArthur had completed restoration of his MG TC in 1972 or 1973 and I had always told him that if he ever wanted to sell that car, I would be interested in buying it. Well, along comes 1999 and Art had some health problems. One day he called to say he thought he was ready to sell the car. I went and talked with him and we arrived at a price. This was in June of 1999 and along about August he called and said he was ready. I arrange for cash, as he wanted this to be a cash transaction and went and got the car. I never did quite understand why he wasn't ready to let me have the car in June, but then called in August to say he was ready to sell it. Well, in all that time his health hadn't been good and what he did was use that two months to put some new spark plugs in it, tune it up, change the oil to make sure everything was OK, since he hadn't driven it a whole lot. In fact from the time he restored it in the early 70s until he sold it to me he had only put 2,100 miles on it. He had shown it a lot and trailered it a lot.

So, in August of 1999 we sold the primrose yellow MGC GT now owned by Tim Dunham, and bought the MG TC from Art McArthur who, I'm sorry to say, died in November of 1999. We've done very little to the car, just some cosmetic things, keeping it clean, etc. The paint, upholstery, engine is original as it was when Art finished

restoring it in 1973. I put a new steering box in it, which made it drive like a drivable car. And, I put some new tires on it and we've put about 4,000 miles on it over the past twelve (12) years. We've won our share of awards with the car during that time. The car won first place at British Car Day Dayton in years 2000, 2001 (Premier class) and again in 2002. The car has also won Awards of Excellence in 2005, 2007 and 2008. The car has competed well at the Concours d' Elegance in Dayton, Ohio; winning first place at the Carillon and having won an award of excellence in an earlier Concours.



Art McArthur was the fourth owner of this MG TC and I'm the fifth. We think the car was originally sold in England and we don't know who the first three owners were. The car was manufactured on July 16, 1948 and the delivery date of the car was July 23, 1948. It sold in January of 1949 with 19,000 miles on it to someone in Cincinnati, Ohio. I have the original owner's manual. The chassis engine and body all match and have the original numbers on them. There were some 10,000 MG TCs built and this one is number 6079. Manufacturing began in 1945 with number 100.

We've not taken many long trips, and if you've ever ridden in or driven an MG TC then you understand why. First of all being right hand drive, the passenger feels exposed to oncoming traffic and the steering is not as precise as newer MGs. The longest trip we've taken in the car was probably 120 miles round trip.

