



106 NW F St. # 222, Grants Pass, Oregon 97526  
501(c) (7) Non-Profit Organization • Federal Tax I.D. #91-1819589

## Newsletter October 2021

### Elected Officers

**President:** Cathy Cardoza  
**Vice-President:** Ron Howard  
**Secretary:** Paul Mitchell  
**Treasurer:** Carol Misner  
**Sergeant-at-Arms:** Wayne Shelford  
**Membership:** Robin Miranda  
**Past President (2020):** Ron Howard

### Appointed Positions

**Sunshine:** Sandee Anderson  
**Activities:** Ron Howard  
**Event Reminder:** Dina Vierra  
**Internet Site:** Sharon Hook-Martino, Elaine Ellis  
**Parade Coordinator:** Sharon Leigh, Kerry Razza  
**Natl Corvette Museum:** Len Atlas  
**Historian:** Group Effort  
**Photographer:** Group Effort

### November Birthdays

Stephen Agee	Lucien LeBlanc
Amanda Davis	Tammy Moore
Pat Dobson	Milton Reasor
Shellie Farber	Jim Roarty
Diane Hauser	Deborah Weiner
Susan Heath-Bayless	

### November Anniversaries

Bob & Yolanda Bruton	Chris Wilson
Ken & Judy Axling	

### SOCA Logo Apparel

Competitive Athletics, 105 NE 7th St., Grants Pass  
(541) 479-1001

### Next Club Social

The next club social is on October 16, 2021, 6:00 p.m., at Corvette Bar & Grill, Grants Pass. See the "Events" section (page 2) for details.

### Why Join SOCA?

- Promote *esprit de corps* among Corvette enthusiasts.
- Create interest in the Corvette as a true dual-purpose sports car.
- Provide a means of technical information and service to members.
- Encourage dealer and manufacturer cooperation.
- Organize and promote events of a social nature and provide social gatherings for enthusiasts with common interest.
- Sponsor or participate in activities to benefit the community through recognized charities as selected by the members of the Association.

### Upcoming Meetings

**General Membership Meeting**, Wednesday, November 3, 2021,  
**6:30 p.m.** at the Rogue River Community Center, 132 Broadway St.,  
Rogue River.

**Visitors are always welcome!**





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## 2021 - 2022 Southern Oregon Corvette Association (SOCA) Events

	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Club meeting (Wed.)	3	1	5	2	2	6	4	1	6	3	7	5

(All dates below are Saturdays, except as noted.)

The dates shown are tentative and subject to change or cancellation.)

### OCTOBER

Drive	9 – Crescent City, for lunch at the Chart Room
Social	16 – Corvette Bar & Grill, 1831 NE 6th St, Grants Pass, at 6:00 p.m.

### NOVEMBER

(Daylight Savings Time ends November 7)

Thanksgiving	25 – Thanksgiving holiday (Thursday)
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### DECEMBER

Parade	4 – Grants Pass Christmas Parade, time TBA
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#### Social

**When:** Saturday, December 11, 2021, at 6:00 p.m. Food service will start between approximately 6:30 and 7:00 p.m.

**Where:** Grants Pass Golf Club, 230 Espey Rd., Grants Pass, OR 97527

**Menu:** Prime Rib or Herb-Crusted Chicken meal with roasted red potatoes, steamed vegetables, green salad, dinner rolls, and dessert. Iced tea and lemonade are included with each meal.

#### Meal ticket price (gratuity is included):

**Prime Rib** meal is \$40.00 per person.

**Herb-Crusted Chicken** meal is \$33.00 per person.

**Tickets:** Purchase Christmas Party meal tickets with **exact change** or check from SOCA Treasurer Carol Misner at the **November 3** and **December 1** SOCA Members meetings. You can also mail a check to:

Southern Oregon Corvette Association  
106 NW F St. # 222  
Grants Pass OR 97527

*If you mail a check, please include the name of each person who will be attending, and the number of Prime Rib meals or Chicken meals you are purchasing. Tickets will not be mailed to you; you will pick up your tickets at the door.*

**Cash Bar:** Bar service will be available at a "Cash Bar/No-Host Bar." Attendees pay for their own drinks.

**Gifts:** Please bring a wrapped Christmas gift (\$20.00 equivalent) for a gift exchange. Unlike previous years, this year there will not be additional Christmas gifts provided by SOCA.

**Fine print:** All Christmas Party tickets will be sold beforehand; no tickets will be sold after December 1 or at the door. Treat the tickets like cash. No lost tickets will be replaced, and refunds are not provided for unused tickets. Changing purchased meal tickets from Prime Rib to Chicken, or vice versa, is not an available option after December 1.

For additional events, information, and links ... see the SOCA website "Events Page:" <https://www.sovette.com/events>



## Techin & Toolin

### MG TC and TD Breathe Life into the First Corvette

By Bruce Troxell, [Corvette Museum](#) October 28, 2020

The design of the MG TC was about as far away from the original Corvette as one can get. The classic appearance of the TC design originated in 1933, and by 1946 it looked antiquated. Its small two-place body with an upright grille, flowing front fenders, cut-down rear-hinged doors, running boards, and a fold-down windshield rode on spindly nineteen-inch wire wheels. The Corvette did not include any of the visual design cues of the TC or TD, yet, without the MG's presence in the United States, it is quite possible Harley Earl's Corvette never would have seen the light of day.

**The MG TC Aroused Strong Emotions** - The MG TC had a "something extra" beyond its quirky looks that played on the emotions of sports car people, even if they did not yet know they were sports car people. Famous racecar driver and journalist Denise McCluggage, in her book *By Brooks Too Far for Leaping*, describes her first encounter with an MG TC in the late 1940s: "And there it sat in [the] showroom, stunning my every sense. A loose roller-skate of a car. Perky. Absurd. Black. Swoop-doored. Red upholstery. Walnut veneer dash. Bumpers like tiny goalposts. And all incredibly there. Immediately, I ached with a hankering I had not known since childhood. I wanted that car!"



Enthusiasts around the world shared Denise's attraction to the car. About 10,000 TCs were built between late 1945 and 1949. With Britain's economy in dire straits immediately following World War II, the government encouraged its manufacturers to export as much product as possible to bring much-needed cash into the British economy. MG did its share, exporting the TC to South Africa, Australia and the United States. The U.S. was the biggest market with 2,000 cars imported from the manufacturer and an additional 1,500 cars imported privately. Many American military personnel fell in love with the TC during their time in England and brought TCs home with them.

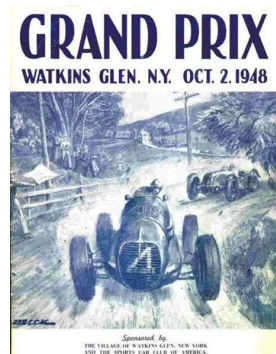


Exporting continued with the TC's replacement, the MG TD. Between 1950 and 1953, exactly 29,664 TDs were made with almost eighty percent (23,488) shipped to the U.S. The TCs and TDs - and to a lesser extent their British cousins from Triumph and Jaguar - sparked a sports car boom that changed America's automotive milieu. In their driving zeal, sports car owners created clubs and organized sports car activities such as rallies, auto crossing competition, tours, and racing

events. Sports cars had caught America's attention.

**Sports Car Racing Flourishes in America** -The Sports Car Club of America was formed in 1944 as a car enthusiast group to organize sports car activities on a national level. The SCCA took the spark in sports car interest created by the TCs and TDs and turned it into a full-fledged conflagration. When the SCCA began sanctioning road races in 1948, it brought road racing and sports cars into national focus. The inaugural 1948 Grand Prix in Watkins Glen, New York, saw eight MG TCs among the 15 starters. A crowd to 10,000 spectators saw 10 cars finish the race, including all eight TCs.

The following year, attendance at the Watkins Glen Grand Prix jumped to about 50,000 spectators who saw 18 MG TCs in the starting field of 43 cars. Thirty cars finished the race, including 15 TCs. The Watkins Glen Grand Prix continued to grow in 1950 and 1951 with spectator attendance growing to over 100,000 in 1950 and topping 200,000 in 1951.





Watkins Glen was not the only hotbed for sports car road racing. In Bridgehampton, New York, public roads were used for sanctioned sports car racing beginning in 1949. The next year, the Chicago region of the SCCA used roads around Elkhart Lake, Wisconsin, for sports car racing. Racing took hold across America with races in Pebble Beach, California, and Sebring, Florida, in 1950, and races in Torrey Pines, California, in 1951. America's initial major endurance race, *The Twelve Hours of Sebring*, began in 1952. Sports car races across the U.S. attracting thousands and thousands of spectators, along with the increasing presence of sports cars on American roads, was bound to catch the attention of astute American automakers.

**General Motors and Harley Earl** - General Motors did not become the largest automaker in the world by being asleep at the wheel. When the General Motors brass became aware of the flourishing sports car interest in the U.S., they tasked Vice President Harley Earl with exploring the potential market for an American sports car. Earl was the right man for the job – he made a point of attending the major European auto shows to keep an eye on the latest features and styling trends. He also routinely attended U.S. sports car races at Watkins Glen and Elkhart Lake in the late '40s and early '50s, usually accompanied by his latest concept car, to get feedback from the racers, organizers and spectators. Earl was reportedly impressed by the passion the Jaguar, Ferrari, and Alfa Romeo owners had for their cars.



**1953 Corvette** - As reported by *Super Chevy* magazine, it was at Watkins Glen in 1951 Earl began developing his idea for an American sports car. Upon Earl's return to Detroit from Watkins Glen, he launched "Project Opel" in a small clandestine styling studio closed to GM upper management, choosing young designer Bob McLean as the stylist. For the project benchmark, Earl selected the Jaguar XK 120. America's sports car project was alive!



**MG TC and TD Performance** - Power and speed were not the MG T series cars' forte, but what they lacked in get-up-and-go, they made up for in nimble handling and driving fun. The TC weighed about 1,800 pounds and the four-cylinder, 1,250 cc engine drove the rear wheels via a four-speed manual gearbox. Elliptical springs provided the suspension that, along with the TC's skinny tires, made cornering an adventure. The TC had a top speed of about 75 miles per hour and a 0 to 60 MPH time of 22.7 seconds. The

four-wheel drum brakes gave respectable braking performance for the time. A major factor in the TC's success was the light, nimble handling the then-typical big and heavy U.S. cars could not match.

**MG-TD** - The MG TD bore a family resemblance to the TC but was modernized with smaller 15-inch steel wheels, a coil-spring independent front suspension, rack and pinion steering, and a new four-speed transmission. While the TD had about the same horsepower as the TC, it was a bit slower due to its increased weight. The TD was also available in a competition model, the TD Mark II. The Mark II had a higher output 1,250 cc engine producing 57 horsepower, a higher rear-axle ratio, increased compression ratio and bigger valves. The Mark II was visibly distinguishable from the regular TD by a bulge in the hood over the carburetors, "Mk II" badges on the hood, and chrome grille bars instead of the regular-colored bars matching the interior color. About 1,700 Mark II models were built during the TD's production run.



**MG T Series Entices General Motors into the Sports Car Arena** - Great MG TC and TD sales figures in the U.S. in the late '40s and early '50s, thanks to reasonable prices and the large number of vehicles imported into America, gave sports cars a previously unseen presence on American roads. The MGs also were major attractions at early sports car races, helping to attract thousands of spectators. The car sales and the enthusiasm of large numbers of racing fans enticed General



Motors to investigate the sports car market possibilities and, as they say, the rest is history—Corvette history.

### The debut of the 1953 Corvette



**Disclaimer** - Discretion is advised. The preceding information may not apply to specific vehicles or all circumstances. Always refer to the manufacturer's specifications, service manuals, technical data and product information.

*"Thank you" to Florin Baldridge for providing "Techin and Toolin" articles  
for the SOCA newsletter each month.*

