‘T’ Register News

NO 1 JANUARY 2011

Antonin Bazant in his TC at the start of the 2010 Oldtimer Bohemia Rally

A Message from the Chairman on the Future of this Magazine

If you are receiving this in hard copy, it is because you subscribed to ***Totally T Type*** in 2010. I advised you in the last edition of that magazine why the 'T' Register committee would cease publishing *TTT*, and informing you that we would be introducing a new publication in January. Well, here it is. We decided to produce a different magazine that will complement other T-Type and MGCC publications. This will be produced quarterly under the name *T Register News* as a free website based magazine. It will be focused more on news and information on activities of interest to 'T' Register members and T-Type owners, with less technical content. In future only a limited number of hard copies will be made available at an economic price. If you wish to receive this publication as a hard copy, please return the slip enclosed. *However, if you do have internet access, we would prefer you to download and print it for free yourself, in order to reduce our volunteer workload*. Once we know the level of demand we will give a price for the hard copy, but you can be assured that it will be less than the copy price of TTT.

We hope you will understand why it was necessary to downsize our offering, and we trust that you will find the new magazine of interest. So over to your editor, John Ward……..

David Butler,
(on behalf of the MG Car Club 'T 'Register committee)

T Register News JANUARY 2011

TABLE OF CONTENTS

THE EDITORIAL

Taking a lead from the Chairman's opening statement on the future of TTT… …Welcome….. to the first edition of the all new **'T' Register Newsletter** to be compiled and published quarterly on the 'T' Register website available to MGCC members and subscribers alike.

The format will be pretty much the same as before, maybe not including the number of in depth technical articles but always full of topics that will be of interest to every T-type.

The Newsletter will be an open forum, do still send in all your news, articles, stories, anecdotes, opinions, questions or whatever you feel will be of interest to our readers. The contact details are the same; John Ward, 01621 773606 or email johnw.ward@yahoo.co.uk

Incidentally, a big thank you to all of you that contributed to TTT during my year of office as Editor, it was a pleasure to receive and read all of your correspondences and I hope that I eventually got round to including all the items and articles of interest to us.

The proposal is to produce the Newsletter quarterly in January, April, July and October. This means it will not clash too much with the three 4 page spreads that we are allocated annually in the MGCC "Safety Fast" Magazine.

Onto other T-Type matters now…

Firstly new publications in the pipeline.

You all know of and presume many of you have a copy of **"Barrie's Notes"**, an essential guide book on maintaining a TF in the 21st Century written by our technical wizard Barrie Jones.
Well Barrie has once more put pen to paper and we are pleased to announce that his new book, **"Essential Buyers Guide to MG TD, TF, TF 1500"** will published by Veloce in February of this year. We wish him every success with this new volume which we are sure will soon become the authority on buying and even selling a T-Type in the present climate. Look out for a further announcement as to availability you will be able to order your copy through the 'T' Register Regalia Section as soon as copies are received from the publishers.

Similarly Roger Wilson, who manages the Regalia Section for us, has come across another book on the TD listed on the website under www.car-brochures.eu
It is a book by Lenn Bal of the Holland T-Type Owners Club (MGTTO) and was first published in November 2009. Originally written in Dutch, the write up does mention that an English version was being considered. Does anyone know anything further as to whether an English version was ever published?

Some months ago we carried a feature article by Jonathan Goddard on his book **"Practical MGTD, Maintenance, Update & Innovation"** and displayed a photograph of the car on the front cover of TTT.
Jonathan painstakingly and beautifully rebuilt and restored his TD and his experiences and lessons learnt are all well documented in his book which can be obtained from the 'T' Register Regalia Section or at any of the events to be held throughout the year.
With the wintry cold snap now behind us, well for the time being anyway, thoughts turn to better things and MG's. Seems to have been a long winter but I am aware that a lot of jobs I promised myself I would do on my cars have not yet happened.

Looks like a busy year, Stoneleigh is only about three weeks away as I write, followed quickly by Rebuild and the all important 'T' Register AGM and the election of new committee members and officers. I think it so important that periodically all committees should be reformed bringing in fresh members with new ideas, energy and vigour being injected into the proceedings.

June brings the European Event of the Year in Belgium and along with about 20 others we will be spending a few days touring around northern France before going on to Spa-Francorchamps.

All for now, do keep in touch.
John Ward

FRONT COVER

Featured on the front cover page is the 1949 TC belonging to Antonin Bazant who lives in the Czech Rebublic.

Antonin escorted a few Danish MG enthusiasts on their holiday in the Czech Republic last year and the front cover photograph was taken at the start of the **Oldtimer Bohemia Rally** in 2010 in Mlada Boleslav, the home of the Skoda Car Company factory.

The car was bought for Antonin by his son three years ago from a Dutchman who said that it had probably been imported back from the USA.

Not much is known on the 'T' register records except to say that TC 8579 was registered with the MGCC in 1967 with the No. 943 and the British registration number was HX 644 issued in Middlesex.

Antonin has partly restored the car and is anxious to trace any of its earlier history. Meanwhile as you can see the car is very much used and participates in all the local car events.

NEWS AND EVENTS

FORTHCOMING EVENTS

STONELEIGH 2011

Peter Cole is organising the 'T' Register stand for us at the **MG International Trades and Spares Show** at the **Stoneleigh Showground** in Warwickshire on **Sunday 20th February 2011.**

Members can once again bring along their surplus spare parts on a non commission sales basis, clearly labeled with name and contact number and price required.

The show will be open from 10am to 4pm, tickets are available at £8 if you buy on line, £10 if you order in advance or £12 on the gate with free car parking, ring 0871 6207067 or visit the website at www.mg-show.co.uk.

We will be in Hall 1 as last year but closer to the entrance, look for the 'T' Register Flag, check out our website for further information and see January "Safety Fast" for advanced booking details or pay on the day.

REBUILD 2011

The venue is as last year at the Oxford & Cherwell Valley College, Bicester, OX26 4LA on **Saturday 5th March 2011,** Alan Wakefield is the Rebuild Organiser this time taking over from Bill Silcock..

The cost to attend will be the same as last year, £25 for MGCC members, £32.50 for non members and as before a concessionary price of £12.50 for "next generation" relatives/friends who wish to accompany a full member to cover their catering. The prices include arrival breakfast snack, refreshments and a buffet lunch service.

Alan Wakefield has coordinated and put the Rebuild programme together for us but **Peter Cole** is the person to whom you should now make your application, send your name, MGCC membership number, how many attendees, contact details of address, email or telephone number and a cheque (**made out to Peter Cole not the MGCC**) to; 8 Aldbourne Drive, Bognor Regis, W Sussex, PO21 4NE telephone 01243 267234,
email pcoleuk@googlemail.com

REBUILD 2011

The confirmed list of topics and speakers

" Practical MG TD" - **Jonathan Goddard,** based on his recent book

" Update Your TA/B/C Rear Ends" - **Roger Furneaux** who will be doing a "hands on" live demo rebuild of axles etc.

"Life and Times of a T- Race Engineer" - **Iain Rooney** (Pilot Motorsport)

"T-Types/XPAGs and Modern Fuel - a Case History" - Paul Ireland.

" XPAGs and Modern Fuel" - followed by **"Fuel for Thought" -** Open Discussion Forum **-** with panel including: **Paul Ireland, Barrie Jones and others**

"T- Electrics, Maintenance & Modernisation" - Barrie Jones

"T- Instruments - What makes them Tick?"(or Life Behind the Dashboard) - **Tim Ingle, Speedograph-Richfield**

Also as before Peter Reeve of the college staff will be available to conduct an afternoon session on welding techniques with a chance to get your hands on a welding torch!

The all important **'T' Register AGM** will take place immediately after the main conference room has been cleared and set up for the meeting. The Chairman, David Butler and the Secretary, Chris Sundt are standing down this year after many years sterling work and new committee members and officers will be elected.

EUROPEAN EVENT OF THE YEAR 2011

The 'T' Register has organised a 2 day stay in Northern France from 31st May to 3rd June en route to the European Event of the Year in Spa in Belgium.

This will be based at the Hostellerie Saint-Louis (www.hostelleriesaintlouis.com) in Bollezeele, a small village about 14 miles outside Dunkerque. At this time 16 of the 26 rooms in the hotel have been booked by T-Types, but if you would like to join the group and the T Type is not on the road, come along in the 'A', 'B' or 'C' or whatever, check on availability with the organisers Peter L. Cole and Gillian Smith on email: peter.cole11@btopenworld.com or 01420 85434.

The majority of the group will then go on to **The European Event of the Year at Spa-Francorchamps from the 3rd to the 7th June 2011.**

SILVERSTONE *Live* 2011

It has now been officially confirmed that Silverstone ***Live*** will be held on 24th, 25th, 26th June 2011. Once more a great MG weekend in store at the home of British Motor Sport and a notable date for all 'T' Register members to congregate. The 'T' Register Friday night natter will again be the place to be from about 5.30 onwards, lively banter, meeting old mates, free drinks and nibbles, the great display of T-Type Specials, it does not get any better.

Volunteers are always welcomed throughout the 3 days to assist in the activities with the added bonus of concessionary tickets dependent upon the amount of time that you are able to give. Contact Bill Silcock or any of the MGCC staff and register your availability.

THE 'T' REGISTER 'T' PARTY 2011

No firm date or venue for a 'T' Party but a number of possibilities in the pipeline for July or August, watch this space for further announcements.

THE AUTUMN TOUR 2011

The organisers Grant and Barbara Humphreys have confirmed that all of the available accommodation for the 2011 Autumn Tour to the Yorkshire Dales has now been booked.

To check on any cancellations contact Grant or Barbara on 01969 622108 or email grant.chumphreys@btinternet.com

'T' REGISTER SILVERWARE

At last year's Gala dinner on the Autumn tour I was delighted and honoured to receive the Secretarys Award from Chris Sundt and in the February edition of "Safety Fast" we reported that the Montague Burton Cup was presented to Tony Smith for interesting or outstanding feats of T-Type motoring.

The Malcom Hogg Trophy this year was awarded to Chris Tinker for his many years service as 'T' Racer Secretary and who retired last year. This is awarded in memory of Malcom Hogg, a dedicated TF racer and restorer and goes to any individual in recognition of their contribution to racing in the season.

1936 and all that……

It is absolutely inconceivable to believe that in June 1936 the first T-Type rolled off the production line at Abingdon. The TA was born followed by a string of successive pedigrees all the way to the TF, affectionally known as T-Types.

Not being people to miss out on an anniversary, the 'T' Register will celebrate this momentous occasion throughout 2011, the main event being at Silverstone ***Live*** in June.

We are promised a stand in the main marquee, with in pride of place, one of the first TA's built in June 1936, **75 years on and still going strong……..**

The Great Fuel Debate rumbles on.

John Denton of the Quarry Garage now enters the fray;

I have recently been re-reading the wonderfully cerebral and detailed articles on fuel, fuel quality and the effect of these issues on the running characteristics of older cars.

I could never hope to match the quality of reference data or the theories and conclusions drawn, In fact it can be almost depressing to read about these with the imposition of modern fuel formulations having a lot more to do with political correctness than sound engineering principles, but I hope my experiences gained over the last 40 odd years might be of some help and consolation to other T-Type and MG owners generally.

I do not believe that the addition of paraffin, kerosene or TVO can really be justified or proven if other parameters are taken into account.

I first experienced running on kerosene type fuel in the late sixties when I was an impecunious apprentice working in the engine development department (a truly wonderful place) at David Brown Tractors.

I learnt there from reading old technical reports that tractors had been built to run on kerosene in fact the early David Brown Tractor of the 1940's had borne the serial designation "VAK-1", Vehicle Agricultural Kerosene.

Circumstances resulted in me trying out kerosene for myself.

My geriatric Mini-Van had a leaking fuel tank which defied all my best attempts to patch it. I frequently ran out of petrol, quite often late at night, or in the early hours of the morning returning home from my girlfriend's, when carnal pursuits were a greater priority than unaffordable expenditure on a new fuel tank.

I found that by freewheeling to the nearest road works, kerosene fuelled red warning lamps when emptied into my vans tank allowed me to get home (my apologies to anyone who subsequently ran into unlit road works).

My Mini-van would restart as the engine was still hot but would pink (detonate) violently on anything other than the lightest throttle, but it beat walking!

Come the morning I had to clean out the float chamber and reintroduce petrol to get going again so I have never subsequently regarded kerosene as anything more than a fuel for the most modestly rated "agricultural engines or get you home in desperation measure!".

My mentors at the time in engine development were a combination of gifted engineers and fitters who had all been brought up in the motor industry of the 30's, 40's, 50's etc an era from which most of the cars we now prize so highly dated from.
The fitters in particular whilst able to work to the highest technical standards also used to adopt and impart to me some of the fundamentals they had learnt from long experience in the motor trade.

At the time Browns were developing a petrol powered version of their 3 CYL engine for the American market.

I ran a lot of tests doing "mixture", loops and distributor advance curves for this petrol derivative final specification.

This was of course detailed work but I found that within certain limits running rich with plenty of ignition advance gave more power!

I continued to work in engine development, and as my precarious finances improved, I bought my MGC GT (which I still own) while I was down in London racing in the last ever motor sports event, a kart race, held at Crystal Palace in late 1972.

I was keen to improve the performance of this car and over the winter of 1972-73, I pulled it to bits and sought guidance from my various mentors as to how to achieve this, combined with my youthful self belief that it would be like Pegasus with me behind the wheel.

The nub of the advice I received was

1) Head off and decoke.
2) Re-cut valves and seats, knife edge and hand lap till absolutely petrol tight.
3) Build it back up with "well seal" on the head gasket (brilliant stuff).
4) Set the carburettors up on the rich side.
5) Forget the timing marks for anything other than base settings, advance the ignition on the vernier until the engine just started to pink, detonate under full load.
6) Loosen off the brakes, this is meant as a joke but sticky brakes can obviously swallow power and are often overlooked.

I finally got it all together in the early hours of 15th April 1973 and ran it in on the way up to RAF Topcliffe where the MG Car Club (Tyne Tees Branch) was running a sprint meeting which I had entered.

I was in the 3 litre class along with quite a few Healey 3000 types who were clearly scornful of my MGC with its reputation for sluggish performance and evil handling.

I confirmed the evil handling and under-steer and had to start turning into corners miles earlier than you would have ever thought sane.
But I won the class and have still got the pot to prove it. The car flew and still does on the rare occasions that I take it out.

Over the last 38 years I have acquired and rebuilt a number of MG's and have found that by adopting the same simple principles that I learnt long ago, I can get good levels of performance from my cars. I also now run them with Miller's octane booster which allows a little more ignition advance than would otherwise be the case.

So T-Type and MG owners generally, you don't have to have a university degree in fuel technology, embrace the simple principles passed to me by my mentors 40 odd years ago and I am sure you will be pleasantly surprised just how much life there is left in the old girl still (the car that is) not the wife, but who knows if you are lucky maybe both.

John Denton "The Quarry Garage"
quarrygarage@gmail.com

In the July 2010 TTT we featured an article by Bob Butson on the **TA water pump** adequately describing in all its detail the stripping down, restoration and subsequent reassembly of this elusive and rare part of the TA engine (pre XPAG)

In his final paragraph he states that there may be may be modern equivalents to the graphite seal which may improve reliability.

This roused the interest of Brian Hampson who now shares with us his own solution to the problem of the failure of the graphite seal way back in the late fifties.

In those days the answer to an ailing water pump was to purchase a repair kit from the re-doubtable “Bill Thompson MG Emporium at Wimbledon” for the princely sum of £1.10s (old money that is).

However, these failed fairly quickly and I de-cided to consider possible alternatives and to make my own. To do this I turned to replicating this seal from Lignum Vitae, a very dense tropi-cal hardwood containing its own oils thus mak-ing it self-lubricating.

This had been used for bearing material in shipping and marine environments for over a century. There were no further leaks or seal failure.

Food for thought!

Brian Hampson
September 2010

Something a little more exhilarating and perhaps closer to the heart of all aspiring T-Type owners before the war ----------speed and competition.

David Butler outgoing 'T' Register Chairman sets out to tell us of the building of his very competitive TD Special and some of the trials and tribulations along the way.

Notes on a TD Sprint / Hillclimb Special

These notes describe the construction and initial development of a TD Special which I built over a period of 18 months between 2007 and early 2009. Purists can look away now: this is about using an unwanted TD chassis and a collection of parts from autojumbles to create a competition car with which to have some fun without breaking the bank. I was also determined to do as much as possible myself: in fact the only subcontract operations were the unleaded cylinder head preparation, the crankshaft grinding and balancing, and powder coating the wheels. The essential equipment that I used was a lathe, a MIG welder, and a hydraulic pipe bender.

After a dozen years sprinting and hillclimbing an MGBGT I decided it was time to try something else. Clearly an officer of the 'T' Register should be driving a T-Type! As I already had a TD rolling chassis and a spare engine and gearbox, I decided to build it up into a road going sprint car, with a lightweight body of my own construction.

The car was planned to meet the requirements of 'T' Register and Luffield Group 4 XPAG Specials. A newly created Special must use a T-Type chassis, and can be 1350cc supercharged or 1500cc naturally aspirated. I chose the latter route and was fortunate in finding on eBay a block already linered up to 1500cc. This was built up with new pistons, lightened flywheel, David Newman Sprint camshaft, 10.6 compression ratio, 1.5" SUs and many hours spent gas flowing and doweling everything together. The crank was reground and the bottom end dynamically balanced. The pistons were balanced and the rods balanced end-to-end, using digital chemical scales. The engine went into my TD for running in over the summer of 2008 while I got on with the rest of the car.

The cockpit was laid out to suit my 6' 3" frame: the pedals are in the normal position, the seat was then positioned a lot further back than is possible in a normal TD, and a steering column made up to complete a comfortable driving position. This then determined the position of the dashboard. Given the position of seat, dashboard, firewall and the standard body mounting points, I could then start sketching out the design of a body. As I had no facility to construct double curvatures, the rear body was designed to slope down from the cockpit to a flat tail panel. The front of the body is recognisably classic "square rigger" MG, and the wings are commercially available cycle type.

Once the design was finalised, the body frame was constructed from 3/4" steel tubing. In order to produce bends, one end of the tube is sealed, and then it is filled with dry silver sand. This can be packed very tightly by continuously thumping the sealed end onto the floor, whilst topping up the open end through a funnel. When no more sand can be added, the top end is sealed, and the pipe can be bent successfully without kinking, using the pipe bender. The ends were shaped to fit together, and tack welded together and onto the chassis mounting plates. Numerous small plates were welded to the frame for the later mounting of the body panels. The frame was then removed from the chassis and the welding finished before painting. Some lessons that I learned during all this delicate MIG welding was 1) a set of magnetic welding clamps are invaluable, and 2) a 500 watt fluorescent lamp positioned close to the work pieces helps make an accurate arc strike.

The body panels are 1.5mm half hard aluminium alloy, which comes in 2.5 x 1.5 metre sheets. In order to rough out the panels to within about half an inch of the finished size, the frame was first “paneled” in wallpaper, to create templates from which the alloy was cut. Curves were created over a 4¼” plastic drainpipe slung between two trestles. The panels are attached using 5mm stainless dome headed screws (“faux rivets”) where they are visible, and rivets where the panels wrap around the lower frame members. Fitting the curved panels required use of a lot of carpenter’s clamps (photo 1), before drilling the fixing holes, working outwards from the centre. Once fitted, the final size was marked out, and then the panel removed and trimmed.

Photo 1

Front cycle wings are an inherent problem with IFS. The clearance necessary to accommodate bump and roll means that they must be much further above the wheels than is desirable, and wet weather driving in a car with little protection becomes very unpleasant, particularly when cornering. The front wings are therefore rigidly mounted off the brake back plates, so that they remain close to the tyres under all conditions.

To lower the car, and because it was going to be significantly lighter than standard, it was necessary to modify the springing. The target was 5” ground clearance under the parallel sections of the chassis rails, which would give 4” clearance under the sump. This is about 2½” lower than my standard TD. By estimating the weight of the finished car, and then plotting some load/deflection curves with varying numbers of leaves, the desired result was eventually achieved by removing three leaves from the rear springs, and reversing the rear shackles. This is with 165 x 65x 15 tyres, which alone lowers the car by ¾ of an inch from the more usual 165 x 80 x 15 tyres. At the front the desired height was achieved using standard TD springs cut down by one coil turn, after which the cut ends were re-profiled using a gas torch and angle grinder. The rear Armstrong shock absorbers needed little work, but the fronts were leaking badly and were re-bushed with phosphor bronze, and garter seals fitted (photo 2). Re-bushing was an interesting challenge, because the bushes are different internal diameters at each side of the body. One side of the body was bored out on the lathe, and then mounted on a custom made mandrel for boring the second side. The four shocks were adjusted to the resistance given in the TD workshop manual for a standard weight car, and I have found no reason to alter this. (See TTT issue 23, Sept. 2007 for resistance adjustment of the similar Girling units)

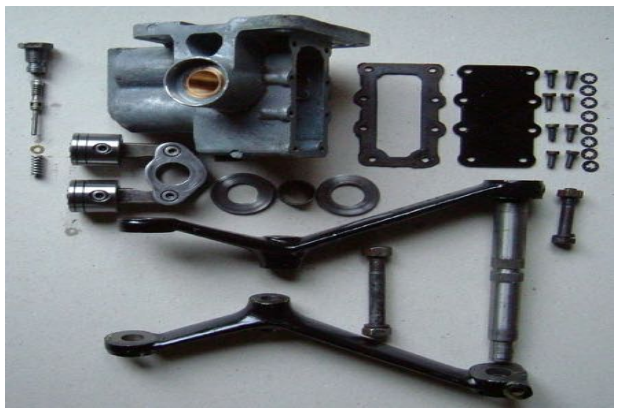


Photo 2

An initially fitted ¾” front anti-roll bar was quickly discarded in favour of a 5/8”, which produced a much milder under steer characteristic (this is the standard MGBGT size, which I have also used on my standard TD for many years). At the rear a pair of anti tramp bars was fitted under the springs: these are located by brackets welded to the chassis at the front, and located by the U bolts at the axle.

To reduce mass at the front of the car, the cross member was liberally drilled, and a small radiator core is used with no thermostat, giving a total coolant volume of 3.8 litres, compared with 6.8 litres for the standard car. The running temperature is controlled by an electric fan so that the outlet from the cylinder head never rises above 90 deg C during soak-back at the end of a run.

The dash is fully instrumented with period, or period style, black Smiths dials (photo 3). The wiring harness was made up from colour coded, braided cable, bound in ¾" black harness tape.

Photo 3

The car was finally in one piece, MOT'd and Registered in February 2009. The DVLA were quick and efficient, and the process was much easier than I had anticipated. After some shake-down testing and adjustments on the road, the first event entered was the MG Live Silverstone Sprint. I learned two things: 1) having only ever competed before in a closed car with a roll bar, I found that wearing a full harness without any roll protection felt incredibly exposed; and 2) the baffles I had put in the sump were inadequate to prevent oil starvation when braking from 6000 rpm downhill into a left hand bend. There is a red warning light in the centre of the dashboard which indicates low oil pressure, so the problem was spotted and no damage done. These points were fixed before the next outing at Shelsley Walsh.

Further cross baffling of the sump was added, and a roll bar constructed. This is made from 1½" dia. x 14SWG solid drawn tubing, which was bent using the same technique as for the body tubes. It is bolted to brackets welded to the chassis.

2009 saw the Special out at only four events, gaining class wins at Curborough and Wiscombe Park, although admittedly not against very strong competition. It was clear that the wide ratio and slow changing TD gearbox was the weakest part of the car, and this was replaced with a close ratio five speed unit for 2010. Last season saw a lot more T-Types and XPAG Specials enter the Luffield Championship. Keith Beningfield's blown TC was a clear class winner, but the four specials entered had some close competition. These were Stewart Penfound's 1500cc Lester, Chris Pamplin's 1500cc Dargue, and Tony Smith's 1350 s/c TA special. Towards the end of the season we were within tenths of each other at Shelsley and Prescott.

This is what makes it so enjoyable: close but friendly competition, the occasional shared meal, a beer after the event, and all those tall tales about why you didn't go any faster……...

David Butler October 2010

In action at Gurston Down Hillclimb

Making an Event Plaque Mounting Plate for the T-Type

If you have ever taken your T-Type to a show, or driven on a Classic car run, you will no doubt have been handed a Plaque which, along with a couple of tie wraps or a piece of string, you will be expected to attach to the front of the vehicle. This is all very well but when you approach the front of the car you are entitled to scratch your head as you try and fathom out a way of attaching the plaque whilst ensuring it is visible to other road users.

There are a number of things worth noting before deciding on the way forward.

With the TD you can try and attach the plaque to the front bumper, but it will be bent around the rounded curve and look less than elegant. The front of the slatted grill of the radiator is another option but this has disadvantages, not least airflow restriction, with the resulting danger of overheating, or obscuring the number plate.

Neither is the windscreen anything other than another doubtful option. Our T-Type screens are only 9 or 10 inches tall and a plaque completely obscures forward vision.

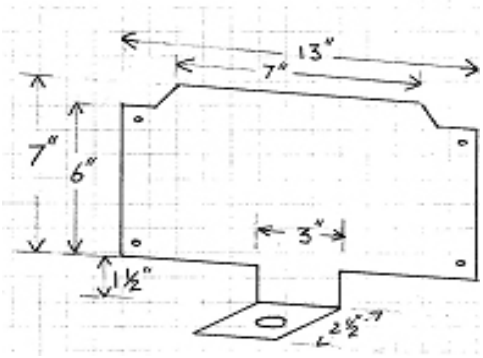
Probably the best solution is to attach the plaque to a "mounting plate" fixed to a badge bar on the front chassis dumb irons.

The TD and TF have a badge bar with small chrome horizontal plates already drilled out, to take spot lights or other bolted on fitments. The TA, TB and TC have a badge bar but without ready built on plates for attachments. In this case a suitable (chrome) clamp would be required in order to attach the plaque on the bar.

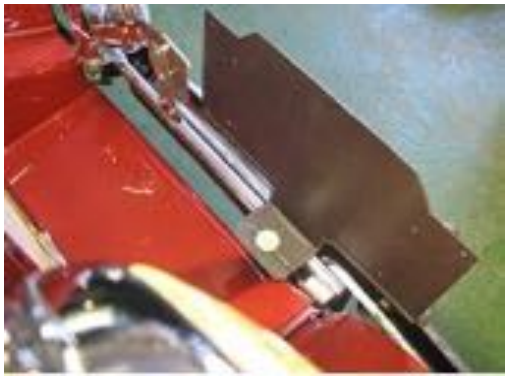
A mounting plate is the key to achieving one of the most suitable fitments for the plaque.

I chose to make mine out of heavy 1/16" gauge steel to maintain rigidity and to enable just one piece of sheet metal to be used. A 12" hacksaw is used, with a good quality blade, to cut the steel. If you prefer not to have to make a 90˚ bend for the foot fixing, there is no reason that you could not use a separate piece of steel to make this fitting.

Making a separate foot, means you will need to attach this small 3" by 2½" horizontal section firmly to the main vertical plate. A 3" piece of angle iron would be a suitable choice to attach this base foot. The horizontal base has a 5/16" hole to take the fixing bolt through to the badge bar. A number of holes have also been drilled around the corners of the plate to enable the event plaque to be securely tied on. Once the plate is completed it is a good idea to prime the bare metal and then give it a couple of coats of good quality paint.



The blank plate is bolted to the badge bar fitting ready for the "event" plaque to be tied on. Tie wraps are a good alternative to string as they are stronger and can be readily cut to release the plaque. The size of the plate is important to ensure it clears the wing but is large enough to take a range of event plaques.



The above picture shows the mounting plate from above and behind. The single bolt fixing the horizontal plate to the badge bar is clearly shown. When bolting the plate to the badge bar it is best to use a bolt plus a couple of steel washers, a spring washer and a fibre or nylon washer to protect the chrome badge bar fixture.

The Finished Article

Jonathan Goddard November 2010

Now for those technical tips

More questions and answers from our mine of information Barrie Jones.

Eric Holmes posed the question about the TF fuel sender unit;-

Could you please advise? I replaced the unit over a year ago and it recently started leaking. I bought a completely new unit with an upgraded gasket and sealed it with Reinzoplast. I previously used Hylomar. Can you advise how one can affect a proper seal?

Barrie's reply;- Never heard of Reinzoplast. I always use Hermetite Red for fuel joints, it is the only sealant approved for use with fuels including heating oil and LPG. It is vital that you coat the threads of the screws or else they will leak.

You must allow the sealant time to dry before filling the tank. Also you must not over-tighten the screws otherwise you will bend the flange and if the flange is not dead flat it is impossible to seal the unit. Do not assume the new unit is flat, check it with a straight edge before fitting.

TF Wipers.

Rob, the pesky Aussie again, asked Barrie about the troublesome TF wipers.

The car has been re-assembled OK but the wipers won't work. I removed the wiper motor bolts and cleaned underneath and re-assembled it exactly with its mounting pad.

The manual says one green wire (number 17) which I didn't touch and an earth which I presume is the black one that fits under one of the three fixing screws that hold the top plate on the mechanism 'box'. I didn't touch that either.

What's the brown(?) one for that comes out of the loom and is fitted into the base of the wiper motor alongside the green one? It's not mentioned on the wiring diagram in the manual. Is it brown and coded 33? I also have an extra black one from the loom (at this point) which I have never attached to anything. The loom is circa 1980 and supplied by a reputable supplier. Everything else about the loom is spot on. Any comments?

Barrie's comments.

When the factory replaced the windscreen-mounted wiper motor of the TD with a bulkhead-mounted unit on the TF they had to fit a new switch to replace the built-in switch inside the TD wiper motor. I believe they used the YB saloon system, with a switch operated by the driver's wiper spindle.

When they documented the TF, they modified the TD wiring diagram, but they forgot the new switch, so you will not find it on a TF wiring diagram.

The thick brown wire coming from the loom is nothing to do with the wiper motor. I think it is number 33, the main power supply from the starter switch to A1 on the fuse box.

The wiring for the wiper motor should be a plain green supply wire to one pole, as shown on the wiring diagram.

However, there should be a coloured wire going from the second pole of the motor to the switch behind the driver's glovebox. I would use a black wire with a green tracer for this (but perhaps your loom was made with that extra brown wire?). The second (plain black) wire from the wiper switch should go to earth.

Todd from the USA posed this question;-

Barrie,

I inherited a 1955 MG TF 1500 from my uncle. I know that it needs the timing chain gear replaced as the car won't stay in time under stress. Problem is as I begin to work on it I have removed the radiator retaining bolts on the support rods and underneath on the cross member. It still won't budge. I have a Bentley manual but it doesn't seem to cover a TF. Can you help? Obviously I'm missing a bolt somewhere.

Hi Todd. The TF radiator, complete with shell, is a complete unit that should come out fairly easily.

The radiator assembly is held underneath by two 3/8 BSF studs that protrude through the chassis cross-member and these have nuts on them that must be removed from underneath.

There are two stays that hold the radiator in position, and these are accessible the moment that you open the bonnet.

There are also two 5/16 BSF bolts (one each side) that go into the radiator shell sideways. These are accessible by reaching underneath the front wings above the front bumper. They clip the front edge of the bonnet sides to the radiator shell.

Finally, I always undo the big tie rod that hold the two wings together, otherwise the radiator shell can be trapped between the bonnet side panels.

You will need help holding the wings up when you come to put the radiator back in.

Disc Brakes on a TF

Question from Noel to Barrie

At the Silverstone event earlier this year, on noting that my TF had disc brakes, you advised me that it would be prudent if I modified the standard master cylinder to include a header tank set in, say, the toolbox under the bonnet. You also advised that the air hole in the existing filler cap would have to be sealed.

I also hear that it is possible to have the cylinder re-sleeved.

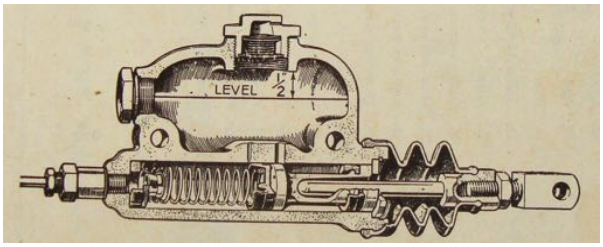
Answer

Hi Noel. Yes, I remember our conversation.

I must start by saying that any changes that you make to the braking system of your car you do at your own risk and you should advise your insurance company of the modifications. Neither I nor the 'T' Register can accept any liability should you decide to follow my suggestions.

The 4 pistons in your disc brakes are much larger in diameter than the 4 tiny pistons in the original front brakes, so as the pads wear down there is a possibility that the master cylinder will not have sufficient capacity to keep them full and you could end up with brake failure.

Checking and topping-up the level of the fluid is not a quick operation, because the master cylinder is hidden under the floorboards.



A remote reservoir seems a good idea to me, and I seem to remember that they are fitted as standard on the early VW Beetles. If it were my car, I would plumb such a remote reservoir into the threaded bung on the front of the cylinder.

To fill the system, I would top the cylinder up to the brim, seal the cylinder with a sealed filler cap, and finally top up the remote reservoir.

There is a company that will re-sleeve your master cylinder with a stainless steel liner. They are Past Parts Ltd in Bury St Edmunds. Their website is http://www.pastparts.co.uk/

From David Pallant to Barrie about TF electrics and voltage regulators.

I would like to seek your advice on my 1250 TF if possible,

She is running like a dream after her rebuild, better than I dared hoped for, but I have a concern that when she is on the open road, the amp meter shows + 20 all the time. I would have expected to drop to no more than +3 when the battery is charged. My first thought was that the control box needs adjusting. Being very reluctant to interfere with that, I drove over to where I bought the car from and asked for some advice, but the Boss said he didn't know how to do that.

So I bought a new control unit from Moss and that reads + 20 as well. I don't think the amp meter is at fault because when the engine is off and I turn on the headlights it will show -10, which is where I would expect it to be (viz 120 approx,divided by 12 volts).

The ironic thing is that although my TF had so many faults when I bought it, I noticed that when I drove it home all the instruments read exactly where I would have expected them to be with the amp meter just into the + side.

I don't think the fault lies in the battery because I put my tester on and it held the "load" switch for the 10 seconds and she read ok.

To recap,

BROWN/BLUE went to A1

BROWN/WHITE went to A

YELLOW/GREEN went to F

YELLOW(2 off) went to D

BLACK went to E

I had a look at the old wiring harness that I took off the car, but I could only see one yellow connected to the spade and the diagram shows 2 yellows. Any help would be much appreciated.

Hi David

Voltage regulators are set mechanically at the factory (points, gaps & bobbin gaps). However, due to variations in wiring resistance they often need to be fine tuned on the car.

So long as the ammeter reads zero when you switch everything off, the actual reading can probably be relied upon (give or take 20%). However +20 amps worries me, because the maximum output of the TF alternator is 18 amps.

The regulator requires a good earth (E), so my first check would be the earth wire. I would then reduce the voltage regulator setting by ¼ of a turn and see if that makes a difference.

With a fully charged battery, I would expect +3 or even -3 amps with the lights off. Keep a record of how much you adjust it by, so you can put it back to the factory setting if needed.

Barrie
I am rebuilding my 1951 TD and I would like to know where I can find detailed information on how to embark on rewiring it. I have a new loom - it's just how to set about it!

David Stanford

Hi David

Firstly I am not aware of any published information on how to rewire a TD. I am in the middle of installing a new loom in an MGBGT V8, so I sympathise with you.

I have used short lengths of masking tape to group and label the wires before I start. Four wires taped together saying FUEL GAUGE can save an awful lot of effort.

The TD/TF workshop manual has a particularly unfriendly table where the colour of each wire is numbered so I find it more helpful to make up a table of instruments and switches, listing the colours of each wire. Then, if you want to know which wires are attached to the combined ignition/lighting switch, you can look it up easily. Also if you have the earlier RF95 relay/fusebox, you will be pleased that you labeled the wires.

Have you removed the dashboard? If so, then I would recommend that you connect the loom to the back of the dash before threading the loom through the bulkhead. However, if the temperature gauge and oil pressure gauge are still in place, then it is better to rewire in situ so as not to disturb the fragile piping.

Why not take notes as you go along?

We are always looking for new information to publish.

DISCLAIMER

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THIS YEARS STAR CAR: THE TA

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