



'T'REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB T REGISTER NOW IN ITS 50TH YEAR

NO. 12 October 2013



ROBERT STAMP'S TF ALL THE WAY FROM AUSTRALIA READY TO DO THE UK!

A Message from the Chairman of the MG Car Club 'T' Register - Geoff Matthews

In a recent email to the committee in advance of a meeting on the following Sunday I explained that, "I have been Chairman for 18 months (although it seemed longer)...." I then received a reply from one of our stalwart committee members explaining that it probably seemed longer because it was actually two and a half years! Doesn't time fly when you are enjoying yourself.

Our 50th year is now essentially over as far as events are concerned and I do hope that most of you have enjoyed at least one outing with us. I feel we have done justice to the Anniversary and my thanks to all the volunteers who have helped with the arrangements we have made.

As we move in to the winter months my thoughts turn to our programme for 2014 which your committee will be discussing at the above meeting, although, of course, we will have done that by the time you read this note. The first major event will be our Rebuild and AGM and I do hope to see as many of you as possible on that occasion. I would also appeal to any readers under or close to the age of 45, the younger the better, to consider standing for a post on the committee at the AGM. It is very good fun and an opportunity to meet with other like minded individuals, most of who have vast experience of our cars and are most helpful. If you fancy this do give me a call and we can discuss how this might work as we would love to have a younger representative on board.

Well, that's enough from me for this time, have a good Winter and hope to see you in the Spring.

All the best, Geoff

TRN OCTOBER 2013

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EDITORIAL

The October edition already and the last one of this momentous year of the 50th T Register Anniversary, where did the time go?

There are a myriad of great memories but not to dwell on these here, I thought it would a good idea to recount all the events in the January edition of TRN, being in the middle of the close season it is usually difficult to conjure up words for you to digest over the log fires and reminiscences may help. If anyone wishes to tell of such tales or provide pictures of any of these events get to the typewriter or even find that quill pen and send them to me early in the New Year.

Since the July edition the two 2013 remaining T Register events have been and gone, The T Party at Shuttleworth and the Autumn Tour to North Devon and Exmoor. There was a full report on the T Party in the September issue of Safety Fast.

Some of us T Types in August also went on the EEotY to Aviemore in Scotland taking in a few days in the North Yorks Dales and the borders around Peebles on the way. Here we had the pleasure in meeting up with a great bunch of people and many were old friends who had been on other European Events and many newcomers experiencing long term travel in the old fashioned way. Among them was a devoted group of diehards all the way from Australia who had shipped their cars in a container to the UK collected them in Northampton and then proceeded to attend as many MG events as they could in Europe and the UK. One of these was Robert Stamp and he has written and told us of his exploits, that is his car on the front cover.

Unfortunately as will be told, the trials and tribulations with my TF prevailed and so we went to Scotland in the GT, secretly to the relief of my co driver, but it was nearly a two

thousand mile round trip so maybe not a bad idea after all.

Not back for long and it was time to hit the road again to the West Country and Exmoor. A few trips in the TF had caused no pain and no recurrence of earlier problems and so all looked set for a smooth trouble free trip.

We travelled down with some local T Types in their TC and after an overnight stop near Bath on the Friday morning we set off south westwards, just another 140 miles to do that day. Just after Taunton someone had advised them that there was an apparent wobble on the rear offside wheel of the TC. It was agreed that I would follow and check on this situation and then pull over to report findings.

A couple of miles down the road a suitable lay-by was espied and they turned in and I dutifully pulled up behind them. As I got out and slammed the door there was loud hiss of steam and a whoosh.....and there goes another one of my core plugs and all the water and antifreeze went burbling down the drain. Many of you will know of my problems with core plugs for the best part of last year, I actually blew one out on the eve of the 2012 Autumn Tour to the Cotswolds when at the MoT station.

It sure looked like a trip home on the truck. However the RAC guy was a local and in discussing what to do next he asked me if I had noticed about a mile back that there was a classic car restoration centre. Having been too busy looking at the wobbly wheel in front obviously this had escaped my attention. A more than pleading telephone call to this establishment, bearing in mind that this was 3.00pm on a Friday afternoon, saw the RAC man tap the core plug back in place, fill the block with water and follow me back one mile to the Classic Car Restoration Centre owned and run by Tim Lang. With no firm promises that all could be solved that afternoon Tim stopped work on all the other jobs in his

workshop and set out to help me and get the TF mobile.

As luck would have it the lay-by was outside a farm with a farm shop and which specialized in producing the best Somerset cider ever, they said, and had done since the early 1900's. There were nice tea rooms, toilets, a museum of farming machinery and implements and oh and I forgot to mention it was tipping with rain as well so what could be better than this haven for a couple of hours. The tea room staff we're very kind and helpful but I could not stop thinking of the final day's outcome. Tim checked out all the usual possible causes, I had not been aware of a sudden increase in the temperature gauge but bearing in mind it was pouring with rain and I was intent in looking at the wobbly wheel ahead, the hood was up and of course now I realise there must have been an element of steam around.

Having laboured to get access to it he firmly put the coreplug back and checked out all the others for leaks and search for any other likely water loss areas, finally it was decided to fill up and see what happens. No apparent problem, leaving the engine ticking over for some time to get the temperature gauge up, further checks were carried out; it was now gone 5.30. Thanking Tim profusely for his time, care and attention, and his very reasonable charge we decided to get on our way, there was still 50 miles to go to our destination and the Autumn Tour and a beer and dinner beckoned.

It was still pouring with rain, the traffic and the spray was horrendous and of course it was Friday night.....oh and incidentally, the thirteenth! We groped our way through the spray, the road was hilly twisty and bendy, with one eye on the road, one on the temperature gauge and the other on the signs so that we did not get lost, we were on the last hill going up to High Bullen when suddenly there was steam everywhere and the gauge

went off the clock. I dropped down into second and thought if only could nurse it a few hundred yards more but to no avail this was far too risky. Then salvation, there on the left was a farm gate, I could pull in and walk up the hill to the hotel to get some assistance knowing there were many willing hands to help. But then another piece of good fortune; in the farm yard washing down the muck was a saviour and guess what he had a hosepipe in his hand. "Looks like you run out o'water" he said, I politely affirmed that this appears to be the case and would it be in order if I could borrow the said hosepipe. "Well suppose that would be alright" he muttered.

Waiting a few moments to let things cool off and gingerly spraying the hosepipe in the right vicinity there was a hissing of steam but no loud crack or bang - saved. Filling the tank and now liberally spraying cold water everywhere we thanked our benefactor and ever so slowly climbed up the hill to the hotel. Safe at last and tomorrow is another day.

On the Saturday morning whilst everyone was busy preparing for what was in store for them on that days run, time to contemplate what to do. An inspection of the engine naturally showed a lot of rust marks where the engine block had disgorged its contents. Where had all the water gone?, lots of worrying thoughts, scratching of heads and well meaning suggestions but most only curable back in my garage. Starting the engine revealed nothing, the core plugs had held, no leaks from the radiator or the hoses. My astute mate Roger remarked that there was a lot of evidence of rusty water marks at the front of the block in the vicinity of the water pump but there was no obvious sign of a leak now.

Then in the glint of the morning sun which had now fallen upon the car I noticed there was a fine intermittent spray emanating from the bottom nearside bolt to the water pump, you know the one that also secures the engine stabilizer tie bracket on a TF.

When the engine was at tickover every rocking movement of the block sent a fine spray from the vicinity of this bolt. Problem discovered but how to cure it and get home.

The hotel forecourt was now emptying of excited T Types off on their way but not all was well with some of the others. My travelling companions, remember them with the wobbly wheel, now had other diversions – no clutch and they were to go home on the truck later. Also there were some electrical problems on a TD being investigated by Chris Bonner. Chris lives not far from the hotel and was there to enjoy the company and the fayre and was not going on the days runs.

As a result I ended up at his place a delightful hideaway on the banks of the river in Bideford, amply being looked after with copious tea and sandwiches by Avril who was quite used to this sort of visitor. A few attempts to secure the bolt properly and securely failed but as a last resort a decision was made to temporarily bodge it in place with some of the “magic welding goo” that is now available on the market at least to get me home.

Well it worked, the bolt still rocked about but the water did not spring forth and 350 miles later the TF arrived home. Many thanks to Chris for his time and patience, just what T-Types are all about.

The moral of this tale is this and you have all heard it before. When I had the engine out last time upon refitting the water pump I did have concerns about this bolt and its dual role of supporting the tie rod. It did not feel right and the thread was a little worn but well there were three other studs and bolts holding the water pump on!

Ignore these signs at your peril, it is always the little things that stop these resilient little motors from going for ever.....

Until the next time, drive safely John W

FRONT COVER

Touring the UK in a TF 1500

In September 2012, the idea of attending the 2013 MGCC European Event of the Year in Aviemore, Scotland was discussed with several T Type owners in Australia. Our entry was accepted and planning to ship our cars to the UK commenced.

A container was purchased and fitted out to carry six cars. Three cars were arranged in two layers with the last six metre section of the support rails acting as the ramp to the top level. The T Types consisted of a 1948 TC, two 1952 TD's and a 1955 TF 1500. The other cars were an MGB and an RV8. The container was transported from the docks at Southampton and stored at a factory in Corby.



Loading the cars on the top level



Final covers go on the cars before shipment commences.

We spent a week visiting Abingdon and touring around the Cotswolds after arriving in the UK in late July. We then headed north towards Scotland to meet up with the other Australians at the EEOTY at Aviemore.

In the Yorkshire Dales we were treated to the hospitality of Grant and Barbara Humphreys at West Witton. The days were spent touring the local roads in the Dales and at night, Grant and Barbara joined in their TF for drives to a local pub and a trip over the high moors.



The TF at The Old Vicarage in West Witton with Grant's car alongside.

After leaving the Yorkshire Dales, we continued north into Scotland and travelled up the west coast staying at Kenmore and the Bridge of Orchy. After viewing the latest James Bond movie Skyfall, a drive along Glencoe was eagerly awaited. Glencoe lived up to expectations with stunning scenery and an enjoyable drive. The final leg to Aviemore was along the north side of Loch Ness via Fort William and Inverness.

The EEOTY was attended by 360 MG's from all over Europe and several cars were from Australia, New Zealand, Canada and the United States. The organization was exceptional, the venue superb and the drives

each day explored the local roads over the Scottish Highlands and the tourist sites.



Australian T Types at Aviemore



Farewell gathering in the grounds of the Doubletree Hotel at Dunblane

At the end of the EEOTY, we headed to the east Yorkshire Moors for several days visiting Whitby, Goathland, Pickering and Thirsk.

We met up with the John and Barbara Oliver and Doug and Louise Hastie to travel to Llandrindod Wells for the MMM Welsh Marches Tour. Driving our 'modern' cars, we joined in with the MG Pre War cars in exploring the local roads around the North Wales area. After excellent tours and hospitality at the Hotel Metropole, it was time to return the cars to the container in Corby for their return to Australia.

We travelled over 3,100 miles in the month of August in our TF 1500. Apart from a flat tyre and a minor issue with the pulley at the top of the generator, the car performed without any problems. It was amazing the looks of enjoyment from locals as we drove through the towns and the comments from locals who recounted their experiences with these cars in their youth.

The Oliver's (TC) and Hastie's (TD) had collected their cars at the end of May and joined a European tour including Lake Garda and the Stelvio Pass. They travelled over 10,000 miles in Europe and the UK in three months with only minor mechanical issues. The TC had no major issues. The Hastie's had a few anxious moments when the TD stopped on an A Road. Replacing the points on the SU fuel pump solved the problem and no other issues were encountered.

The T Type MG's performed well on our trip to the UK and Europe. Our experience was that with proper maintenance these T Type cars will continue to provide enjoyment and pleasure and relish the opportunity to be used for the purpose they were designed.

Robert & Ann Stamp September 2013

SILVERSTONE 2013

What Robert did not say was that the whole crew tuned up at Silverstone and joined us for the T Register 50th Anniversary celebrations. I first met Robert and also Doug Hastie there in the Arena at the Parade of T Types being interviewed by Graham Robson.

Robert told us that after they left Scotland they spent a few days driving back and went to Whitby. We had said our goodbyes when we left Dunblane and a day later we were also en route South when we came across a red TF parked in a lay-by taking in sandwiches.

We were also scheduled to stay over in Whitby and there unbeknown to us were Robert and Ann again, such a small world.



Graham talks to Doug Hastie and his TD and that is Robert and Ann's sons in the TF in the background



The TC of John and Barbara Oliver which also went with Doug and Louise Hastie on a 'wee trip' to Lake Garda and the Stelvio Pass in Italy covering more than 10,000 miles in the UK and Europe in 3 months



RECENT EVENTS

THE 2013 AUTUMN TOUR

North Devon & Exmoor

As summer turned to autumn and as Mr Forsyth pranced on our TV screens introducing a *dancing programme* (which Frank & Peggy Spencer would not have recognised) the T Register made its annual migration (like wildebeest?). This year they travelled from far and wide, from the flat windswept land of the east, Gods own country and other parts of the realm to Devon, mid Devon; to The High Bullen Hotel south of South Molton in the hamlet of Chittlehamholt. Once a private home, a conversion had transformed it into a luxurious hotel complete with golf course and several swimming pools.



Some had a pleasant journey to mid Devon, some were rained on and some watched the racing at Goodwood, leaving there late in the afternoon (or was it early evening) and still arriving in time for dinner. One elderly gentleman had trouble with his water works which was only cured (on the Saturday) by judicious application of a substance to various orifices. In spite of or because of such travails there was laughter and joy in the bar even before much alcohol had been consumed.

Saturday dawned fair; it was not raining. The route went west and then north along narrow lanes through charming hamlets to the Calvert Trust. This body cares for disabled people by providing them with outdoor pursuits. It is located in a Victorian farm.

After coffee the route went through Parracombe, along a torturous coast road looking towards Wales to Lynton and Lynmouth where the cars, courtesy of the Mayor were parked on the grass by the beach.

Here they drew attention from many young and old, one elderly onlooker volunteered that he had flown Halifax's in WW11 which he claimed was the worst plane he ever went in – apparently they were incapable of reaching the planned operational altitude because the he had flown Halifax's in WW11 which he claimed was the worst plane he ever went in – apparently they were incapable of reaching the planned operational altitude because the engines did not deliver adequate power. Sounds familiar?



I think I like the blue one best.....



Or maybe it is the red one.....

Lynmouth was devastated by a freak storm in the 1950's. It is rumoured that a Ministry was seeding the clouds above Exmoor at that time which may have added to the deluge.



No it's definitely the green one.....

After lunch the route went along another torturous narrow road but coming down the hill were large 4X4s towing even bigger caravans. (Why?) Out of the trees onto Brendon Common in the middle of Exmoor where the hunt was meeting. No signs of riders, hounds or the hunted but much later several drivers reported seeing a stray stag hound. Was it from this hunt?

In South Molton many fuelled at Moors Garage (founded in 1814) from ancient pumps. Family owned it reminded many of the past with a vast store of useful parts and also note that service was included.



Back at the hotel, baths were taken and all assembled for an excellent dinner where speeches were made and bonhomie flooded the room and amidst which the Officers of the Day managed to keep a modicum of order long enough to announce the worthy recipients of the coveted silverware.

The Montague Burton Trophy was posthumously awarded to Tony Smith not only for his courage during the last year in his fight against cancer but his unstinting support and participation in all things competitive in his beloved T Type Special.

The Malcom Hogg Trophy for achievements in racing or rebuild was unanimously awarded to Howard Harman who not only restored TC 2657 back to its former glory but has created a magnificent TC racing special which captures perfectly both facets of Malcolm's T Type passions.

And finally it was the turn of secretary Sally Silcock to make her own voice heard above the din and present the most notable of awards, The Secretary's Trophy. This year for sheer dedication and hard work in organizing the Rebuild Seminars yet again and the best ever, the Steering Wheel went deservedly to Alan Wakefield.



Sunday dawned wet. The route headed east up down hills and past driven sheep. One driver asked the shepherd what they were. After a long pause the reply came –*Sheep!*. The driver knew that, what he wanted to know was, were them Devon's crossed with Leicester's or what!



Is this the same poor shepherd? he seems to have lost his sheep on the way and don't know whor' to find 'em

Onwards and upwards (and downwards) they went to Dulverton. A fine old market town just south of Exmoor where good coffee was had and some were stunned by house prices – *7 beds 3 recpt 5 stables 2 cotts and 15 acres for £500,000.*

From thence northwards to Wheddon Cross and the main Minehead road. Some sought to take on fuel here as advised, but the boy could not understand it, all these old things kept coming in and his supply had run out on Sunday when the monthly delivery was not due till Monday, everybody knows that.

Most took a short diversion to Selworthy, an estate village nestled in a coombe below the fine parish church. From there it was an easy run through hamlets to Porlock; once home to Stalin's daughter. By now the drizzle was pronounced and lunch was taken in various places but some were even seen eating pasties sheltering from the rain in the lea of the sea wall at Porlock Weir.

On either side of Porlock are steep hills but our route mistress had found even steeper hills requiring much first gear and plenty of throttle. Oh how those shafts groaned under the strain!

By now the rain and moorland fog obscured forward vision – headlights were de rigueur which posed a problem for those few who had no charge. Across the lee of Dunkery Beacon, through Exford (a 'unting and fishing centre) to Withypool where some stopped for tea and ice cream. Thence back to South Molton and the hotel and hot baths.

Sad to say this weekend was not without mechanical problems – a clutch went missing and some had electrical difficulties. One renowned gentleman also lost his clutch, not as a result of wear but the owner's failure to secure the lever to the sump!



There is always some little roadside repair to do to a T Type!

Monday dawned dry and all set off homewards although some raced to Plymouth for the boat on their way to Angouleme for the street racing.

Another excellent weekend and our grateful thanks goes to Annie Matthews (complete with new hip) ably assisted by her husband Geoff.

Nest year the T Register invades Lincolnshire, the first since the Vikings, specifically Woodhall Spa for a touch of dambusters and poachers. Book now or be eternally disappointed!

From our own correspondent (name withheld at his request)

THE 2014 T REGISTER AUTUMN TOUR

As advised above the 2014 Autumn Tour will be staged in Lincolnshire, based in the delightful location of Woodhall Spa on the edge of the Lincolnshire Wolds some 14 miles south of the majestic cathedral city of Lincoln. **The dates will be Friday September 5th to Monday the 8th 2014.**

All those who expressed an interest in joining the tour should have received details of the

hotel accommodation and availability shortly upon return from Exmoor.

At the time of going to press I have to report that all the rooms at the Petwood Hotel are now booked with the exception of one single but at this time that there is still a chance to join us, there are three rooms still available at the Dower House Hotel which is within walking distance.

Contact me soon and book your place or to get on the waiting list: John Ward tel. 01621 773606

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T REGISTER 50 YEARS 2013

FUTURE EVENTS

NEXT YEAR 2014

THE T REGISTER REBUILD SEMINARS

A date already for next year is the **T Register Rebuild Seminars** once again to be held at **The Heritage Motor Centre at Gaydon in Warwickshire (Junction 12 on the M40) on Saturday March 22nd 2014**. The fee this time will be £36 which does include beverages and a meal ticket and access to all the museum exhibits. Application forms will be available from the end of October and it is hoped to publish the programme of topics and speakers by the end of November. The T Register AGM will be held immediately thereafter so a double reason to be there and if this event is as good as last year, definitely not one to be missed. Incidentally whilst on this subject if anyone wishes to obtain CD or DVD copies of the excellent presentations given last year, visit the T Register website at www.tregister.org click on; [Regalia](#) and then; [CD's & DVD's](#) and fill your basket! Not forgetting that Xmas is coming and you never know what to buy the chap who has everything do you?

STONELEIGH INTERNATIONAL MG SHOW

The regular first event of the T Register Year which is usually the third weekend in February but as of yet to be confirmed so watch this space. The T Register will of course be there with lots of spare parts on display to be brought, bought and sold together with regalia and naturally wise old T Types willing to share all their wealth of experience.

Stop Press News

There is no official confirmation of this but it is rumoured that the MG Day may be shared with Triumphs!

BOLLEZEELE NORTHERN FRANCE

In the last few years a number of T Types have ventured over the channel to Dunkirk and indulged in a touch of French haute cuisine, a little imbibing and much camaraderie at a petite chateau style hotel in Bollezeele in Northern France, so you will be pleased to hear that Peter Cole and Gillian have once more secured a booking at the Hostellerie Saint-Louis in 2014.

The proposal is to be there on Tuesday 20th May in time for a welcome reception and dinner and then to leave after breakfast on Friday 23rd. The price per room for the three nights (2 people) for dinner bed and breakfast is likely to be in the region of 400 to 472 euros depending on room choice with single room occupancy also being available.

As in the past this is a social event without organised tours or road-books just go along and enjoy the freedom to visit and explore this part of France and do your own thing. Initially email or send an expression of interest to Peter Cole and Gillian Smith by the end of November to; peter.cole11@btopenworld.com or on 01420 85434 or 07800 950333.

THE 2014 T PARTY

Due the success of this year's event we may well be returning to Shuttleworth Air Museum in late July for another **"Wings and Wheels Day"** more details as they unfold.



BROWN & GAMMONS

Investing in keeping MGs on the road

We embarked on a re-engineering programme 5 years ago in order to address the difficulties many MG owners encounter when trying to replace parts that are no longer available or of inferior quality. All the parts are manufactured in the UK and machined from superior quality materials in order that they last longer and in many cases improve the driveability of the car.

We haven't stopped here though. We currently have many projects on the go so watch out for more parts coming soon.

We are currently very excited about our biggest and most ambitious project to date - an XPEG block which we hope to have finished in April. For more details and up-to-date prices and availability please do not hesitate to phone our spares department. We can also offer a full fitting service in our award winning workshop.




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THE T REGISTER COMMITTEE

The T Register committee is due to meet on the 27th October 2013 and as these meetings are held on a quarterly basis this one will be the last in this memorable year of the 50th Anniversary of our inception.

It has been a very busy one and hardly seems a year ago that we were organising events and putting the programme together. We hope that we managed to inspire most of you to get to one of these and that you all received the small plaque as a future reminder. Notwithstanding life goes on and the task continues, next year's events will be a prominent item on the agenda of the meeting.

We are most saddened that we have lost the valuable contribution and good natured banter of Tony Smith who died in August but on a forward thinking note we now extend a warm welcome to Robin Haseldine who has joined us on the committee. Robin and Ann have been regulars on our Autumn Tour jaunts over the years in their TD and I am sure he will prove to be a good man to have on our team

The date of the Rebuild Seminars has already been announced as the 24th March 2014 which means that the T Register AGM will take place immediately thereafter. Your chance to have to have a say in the running of the Register, airing your views and most important of all putting your name forward to join us and steer a path through the next 50 years. Contact any of the existing committee members to register your interest and willingness to stand for election, the commitment is that we hold 4 meetings a year either in Kimber House or at certain events during the year and even interim meetings on line by the wonders of modern science "The Telephone Conference Call"

We must also not forget the other players behind the scenes, the Seconded Committee members, the registrars who plug away logging down new finds and keeping records up to date, regalia men trying to conjure up more items to tempt us to buy, technical wizards always ready to impart their wealth of knowledge and experience onto others and

not forgetting the latest product of modern times, the IT webmaster.

Here is the current list of these behind the scene members who are always ready to assist.

Roger Wilson ⇨ Regalia Coordinator

David Darrell ⇨ Regalia Stockist

Stewart Penfound ⇨ TA,TB,TC and Specials Registrar.

Brian Rainbow ⇨ TA Tickford and TA Technical Adviser

Eric Worpe ⇨ TB.TC Technical Adviser

Roger Furneaux ⇨ TA.TB.TC Technical Adviser

Peter L Cole ⇨ TD Registrar

Barrie Jones ⇨ TF Registrar and TD.TF Technical Adviser

Roy Miller ⇨ DVLA and Registration Adviser

Chris Sundt ⇨ Webmaster and IT

You can find out how to contact all of these members by going on the T Register Website at www.tregister.org

And now to prove a point, hot off the press so to speak from our DVLA correspondentRoy Miller

Further to a report to the Committee I have now received a letter from the DVLA setting out how they propose to manage certain new procedures following the closure of Local Offices and the all important matter of the verification of documents supporting V765 applications in order to obtain a Tax Disc.

Editor;-

For those not familiar with this procedure it is of vital importance to all T Type rebuilders and restorers, and all other like minded individuals for that matter, who having come by a box of car bits and a chassis or even a complete basket case, may wish to spend hundreds of hours and many many pounds resurrecting and restoring this into a dream machine only to be baulked by the system and find great difficulty in getting a Tax Disc and legally driving it on the roads!

=====

Obtaining a tax disc following a V765 application.

The first of these changes has a cost/time implication for the T Register and possibly the main Club.

Verification of documents supporting V765 applications

Customarily these documents such as old logbooks, MoT certificates, sales invoices etc were taken by the owner to his Local Office where two photocopies were made, stamped and certified as true copies of the original. The owner then sent both copies to me and retained the irreplaceable original for safe keeping.

From 21st October the original document(s) must now be sent/delivered to me, at the owner's risk, for copying, stamping and annotating as 'authenticated copy'. Owners are not permitted to verify copies of their own documentation. This means the T register will be required to absorb even more photocopying/printing costs and extra postage/stationery expense returning the valuable original documents to the owner by Royal Mail 'Signed for 2nd Class' service as a minimum or the more expensive 'Special Delivery Guaranteed' as the optimum.

Owners quite rightly attach considerable historical and monetary value to the safe retention of old logbooks etc. There is also the inconvenience and expense element of making special trips to the nearest P.O. (2 miles away in my case).

Previously the owner obtained the non-downloadable form V55/5 'Application for a first tax disc and registration of a used motor vehicle' from the Local Office and after signing and dating it sent it with the other papers to me for completion and onward transmission to Swansea who then dealt with both the number reclaim and first tax disc.

In future owners will be unable to make an application for a tax disc simultaneously with the V765 application and must wait for the application to be approved and a form V5C issued to them. When the owner wishes to tax the car he takes the V5C and presumably Form V55/5 to the P.O. to complete the process.

Finally the DVLA found it necessary to state in their letter that "where there is evidence that documentation is being falsely verified by a club, they will be immediately suspended and possibly removed from the V765/1 authorised list". Further on, "Clubs who continually submit applications that do not meet the requirements will be suspended and possibly removed from the V765/1 authorised list". Having successfully completed 158 applications since 2005 I do not think that these rather heavy-handed comments are aimed at the T Register.

With the extra work and expense involved in implementing the new procedures the T Register and possibly the main Club may wish to review the Administration Fee currently being charged. I will now modify my own Guide notes issued to all new applicants to reflect the changes in procedure.

Roy Miller

23.10.2013



Whilst featuring the exploits of down under T Types in this edition here is a great picture of Robin Thevathasan's TA Tickford at last year's F1 Singapore Grand Prix Drivers Parade with Mark Webber of the Red Bull Team on board.

Brian Rainbow, the TA Tickford Registrar tells us that we have discovered three more cars that were hitherto unknown to the register including one found in Berkshire in need of a full restoration but 99% complete.

Similarly Stewart Penfound reports that he has been able to add 86 TA's to our records that were previously unknown to us (from a pre-war classified ads magazine kindly forwarded to us from the MMM Register) together with 46 TC's and a Special. This now means that we have on file 1833 TA's (61% of production) 264 TB's (69%) and 5121 TC's (51%) and 86 Specials.

On this theme.....

Barry Miller has discovered that the first owner of his car TD reg. no. HSF100 was the former Grand Prix racing driver and winner of Le Mans in 1956 and 1957, Ron Flockart who was killed in a plane crash in 1962. Does anyone out there have any further information or in particular photographs of this period in 1950 in the Edinburgh region. Let me know....



We are indebted to Anthony Shaw for giving us further proof if proof were needed of the extraordinary talents of technical wizard Eric Worpe and not restricted to his incredible knowledge of beam axle suspensions, gear boxes and electrical components, here he is seen at Shuttleworth demonstrating the correct way to clean windcreens. to the awe and admiration of fellow members.



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Editors Note. Anyone living in the South West and Taunton area wishing to seek assistance with their MG, this is the team that helped yours truly get to the Autumn Tour this year, I am sure they will be able to help, give Tim a ring but maybe not on a Friday afternoon at 3.00!

I kindly receive every month a copy of “**The Southeastern MG T Register**” magazine called “**mgTalk**” from Don Harmer.

In the October Edition there is an interesting article on the Origin of the XPAG Engine penned by Jerry Felper in Octagon Topics February 2007.

Headed “did you ever wonder why the threads on an XPAG are metric” well this article tells you why.

The whole business started in Connecticut in 1826 with the birth of Benjamin Berkley Hotchkiss and his later involvement in the armaments business.

The Hotchkiss brothers proved to be pretty useful in the design and manufacture of lethal weaponry such as machine guns, very much in demand in Europe in the late 1800’s and so they set up manufacturing plants in France and Europe. When peace broke out there was initially too much engineering capacity in these plants and not enough production and so it was that Hotchkiss turned to the new auto industry and making engines. When the First World War broke out they returned to making guns but the French were fearful that the factories may fall into the hands of the Germans and moved the plant to Coventry.

After the War they again needed something to build having saturated the machine gun market and once more returned to building engines. And that is where we come in.....

Jerry quotes that most of the information came from a periodical about Hotchkiss called “Skinned Knuckles Vol 30 No1 Aug 2005, Foreign Affairs by John Kuerzi” As a follow up if you want to know more as to how the XPAG came into being from such beginnings go to www.mg-cars.org/engine/mgenginehistory and read the tremendously detailed account by Neil Cairns “**Engines for MG’s – Their Story after 1935**”



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'T' REGISTER OFFICERS

Chairman	Geoff Matthews	01840 214972 geoff@greylakecottage.co.uk
Treasurer	Glenys Knight	01252 875740 barglen@ntlworld.com
Secretary	Sally Silcock	01525 750468 treg.sec@virginmedia.com
Editor	John Ward	01621 773606 johnw.ward@yahoo.co.uk