



# 'T' REGISTER NEWS

**THE MAGAZINE OF THE MG CAR CLUB T REGISTER**

**NO. 19 JULY 2015**



**ALAN WAKEFIELD'S TD IN AN ICONIC SETTING AT BROOKLANDS**

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

The summer season is now fully upon us, scribbling these notes as we prepare for our holiday. Surprisingly only two T Register events left in the 2015 calendar and regrettably we will not be at the T Party this year due to our holiday arrangements but looking forward to meeting many of you again at the Autumn Tour in September.

I trust that all of you have enjoyed the events so far, it was great to see so many of you at Silverstone and thank you everybody who helped to put the stand together and manned the Register table for the two days.

You will remember that in the April edition of TRN that we requested your help in establishing a way forward in regard to the publication and distribution of TRN in the future. We are pleased to say that a number of you did respond and I can confirm that all of your views and comments will be taken on board for discussion at the next T Register committee meeting in October.

We will announce the outcome of these deliberations in the next issue of TRN which I am advised will be the 20<sup>th</sup> edition spanning five years since we changed to this format and went on line.

That's all for now, have a good summer and see some of you again on the Autumn Tour.

*Geoff Matthews*

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## EDITORIAL

Only two more T Register events to go this year, time sure does fly by when you are enjoying yourself. Hopefully this edition will be published before we go to Shuttleworth for the T Party on Sunday August the 2<sup>nd</sup>.

Finally sorted the TF and the water pump problems, no leaks or gremlins in this department so far, so must believe all is well and will be seeing many of you at Shuttleworth, can we be lucky again with the weather? Also looking forward to the Autumn tour of course in September, this time last year we were in the driving seat and wondering whether we had got everything under control. I am sure Gill Hayward has the arrangements all fixed and the tour will be as usual a great success.

I was pleased to be at Silverstone again this year. One of the pleasures of being on duty in the car parking area is that I get to meet all the T Types and their cars as they arrive and also to chat to a large number of visitors and well wishers, biased I know but the T Types are quite a draw and a big attraction.

Pleased to meet up with old friends and also said hello to a number of new members with their new toys, they are always keen and eager to find out more about their particular car and to glean information, views and tips from some of us regulars. It is great to hear their stories of how they came into possession of a T Type, some due to a life-long desire, others by good fortune and circumstances but nevertheless all glad to have one.

On T Register committee matters, pleased to say that the new boys are now settling into their respective roles. There is still a steady stream of enquiries and business for Robin Haseldine our DVLA representative, in helping those who wish to re register or seek registration for their cars after import or even total rebuild.

Clive Manser the new historian, has now got over the shock of receiving the tonnage of documentation amassed by Roy Miller so any enquiries of a historical nature can be directed to him but be patient there is a lot to sift through.

All of you must have by now paid a visit to our Facebook page and seen the great job being done by David Wardell, this is the most up to date scenario of what is going on in the T Type World, yes world. News, views, competition pictures and even videos, log on regularly you will be surprised to see what's happening out there.

In this connection we have been very privileged to have made contact with the MGCC photographer Colin Murrell who is now a great source for providing us with superb pictures of all the sporting activities being indulged in by 'T's. There is a good spread of his work later in this edition and we are very pleased to have him on board. The majority of his photographs can be seen on the Facebook page.

As mentioned above by the Chairman Geoff Matthews we will shortly be locked in deep discussion at the next committee meeting as to the way forward in providing good communication with you all and to come to a decision which reflects the views of those of you that responded to our call for help. The outcome will be reported in depth in the next and last publication of TRN for this year in October.

Trust all have enjoyed their cars so far this year there is nothing better than taking to the 'B' roads in a 'T' and pretending it is the 50's.....

Cheers for now

John W

## COVER STORY

### "My Life and T-Times" Alan Wakefield

I guess it all began in 1958 when a friend of mine at Bristol University Dept. of Physics, Maurice Gates asked would I like to be his navigator in a forthcoming University of Bristol Motor Club Rally and Reliability Trial. He was the proud owner of a well sorted early TC which to my eyes was what a proper sports car should look like. At the time I was the owner/driver of a modest 1932 Austin Seven saloon, also a bit "tweaked" but not in the same league as an MG T-Type.

In spite of the impracticalities of trying to navigate with O/S maps in a cramped TC cockpit, and the nausea inducing firm suspension ride, the TC, Maurice and I formed a good rally team partnership becoming increasingly competitive in various rallies and autotests over the next couple of years and I also went to my first Silverstone "Daily Express" spring meeting in 1959 as a passenger.

Perhaps it was my envious drooling over that TC and a couple of others owned by members of the motor club at that time that it did not go unheeded. My parents, bless them, (not well off people - school teachers weren't in those days), but they must have decided that the only way to silence all the ongoing expressions of envy was to buy the boy a TC for his "coming of age" birthday, remember it was 21 in those days!

So in the early days of the '60's, a 1947 TC JHY 254 was found and purchased from a small garage somewhere in the suburbs of Bristol for the princely sum of £200 as I recall. So JHY 254, which had been fairly seriously "thrashed" by previous owners, became my daily transport after University when I moved to North London in September '61 to start a sales career in the early days of the computer industry.



After a couple of years of coping with the various foibles and weaknesses of the TC, several half shafts were replaced, and well, you didn't need back brakes anyway and finally blowing up the engine when attempting to rev. beyond 6000 in third gear. It was then decided that something more suitable to the working environment, and more 'fiancée friendly' was needed. So in 1963, the TC got traded in for a rather more sedate Morris Minor. Regrettably, I have no details or records of the TC such as chassis number, engine number etc....The only clue as to its subsequent life is a record showing it was last registered in the Southampton area in 1974.

So, fast forward another 40+years, during which work, life, family, and all sorts of other non-MG distractions intervened, and we pick up the story again in 2004. Having been retired then for a couple of years, my family, and especially the former fiancée, now Jill W, spouse of nearly 40 patient years, suggested I might indulge myself again with some classic sports car, "to keep me busy and out of mischief" and "before you are too old to enjoy it!". So the search was on for what I decided should be a TD on the basis that they were allegedly more reliable, comfortable, and a bit more modern than the TC - but with the same MG family pedigree.

So I trawled through the various trade comics, contacted the MGCC T-Register and the Octagon Car Club, took advice from various of their members and experts and who finally steered me in the direction of acquiring TD Reg. CSV 875 from a retiring vet and classic car enthusiast in nearby Ash Vale Guildford. The deal was done in September 2005 and I collected the car just in time to be able to run it the following day down to the Goodwood Revival meeting thereby fulfilling a long held ambition of going again in a T-Type to a race meeting at Goodwood. The previous occasion had been back in 1962 when I took my younger brother in the TC to the Goodwood Easter meeting horribly memorable as the one where Stirling Moss had his "big shunt".

So, this year in September will be the tenth anniversary of the acquisition of my TD. When I got the car, the bodywork and mechanicals were in pretty good order. 34 years in the hot, dry Texas climate meant that the woodwork and metalwork were in sound and original condition. There was 81022 miles indicated on the clock and the engine was still running-in from an engine rebuild necessitated by a big end bearing failure earlier that year. A sheaf of bills and paperwork with the car confirmed that the head had been earlier "unleaded converted", and that the gearbox had received some remedial treatment to overcome an errant third gear selection problem, not uncommon it seems with older TD/F boxes. All numbers and components matched up and the vehicle was pretty standard RHD specification - but, the body plate indicated an original EXL/NA specification, so the history was researched to establish its US life and its subsequent UK repatriation.

Fortunately the paperwork recorded four previous UK owners, and one document confirmed ownership and registration in Harris County, Houston, Texas in April 1984. This

was probably the last registration in the US before it was shipped back to England in 1987.

Production records with the TD Registrar confirmed that it was indeed originally a US LHD model, with a factory completion date as the last of the 50+ that day at Abingdon on February 26th 1953. The Texas registration document for vehicle registration number LSB 412 shows that the vehicle was first registered as a "January 1954" model, I believe it was US practice to declare a vehicle as the "model of the following year" (i.e. the 1954 model).

Incidentally, subsequent research with the Houston chapter of the MG Car Club in America confirmed that Ms. Linda Suzanne Orr had been the Treasurer of the local MG Car Club back in the 1980's but I have been unable to establish any further contact or earlier history of the vehicle during its 30 year residency in the USA.



I established contact with the first UK owner, Arthur Lawrence, who had bought the vehicle in the Hitchin area in 1988 and it was he who did the RHD conversion together with an engine overhaul and re-registered the car with its now familiar CSV 875 number plates in August 1988.

Arthur's brother Alan had the car in Holland for a couple of years in the mid 90's, then it changed hands again in September 1999 before Bill Croxson, the vet, bought it in July 2001 at the Goodwood Festival of Speed Bonham's auction.

So, what have I done with it over past 10 years? As regular T Register members may recall, I have been fairly actively involved with the various tours, gatherings, events, rallies and road runs organised by the Register and the MG Car Club together with my membership of the Brooklands Museum Trust - but I haven't indulged in any competitive performance/racing/sprinting type events yet; just the odd few circuit tours!

Alan Wakefield

July 2015



Giving the test hill at Brooklands a go.....

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Ron Gammons was a founder member of the T Register back in 1963 and has owned, raced and loved T Series throughout. Malcolm Gammons cut his racing teeth on the family TC and then built his racing TF. Contact the winners!



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## SILVERSTONE *Live* 2015

### JUNE 20<sup>TH</sup> & 21<sup>ST</sup>

It really is quite staggering to believe that it is 65 years ago that Silverstone became the venue for the MGCC main event of the year and that was in 1950. The TD had just been announced and the war was not yet a distant memory with lingering reminiscence of rationing of food, clothing and of course petrol.

Not deterred the MG marque was gaining momentum, sales of the TC were buoyant and competition success was abundant on all continents so little doubt that this occasion should not be celebrated at what was to become the home of British GP racing for many years to come.

Silverstone Live 2015 was chosen as the year to celebrate the many successes of the cars prepared by the Competition Department housed at Abingdon which was the home of MG.

Silverstone has traditionally always given us a variety of weather conditions from squalls to heat wave and so nothing new but to be prepared when you arrive on the heath. No exception this year Saturday morning was damp with drizzle and a lame stillness that gave the impression it was there to stay. But sure enough at 3.00'sh large black clouds loomed and down it came by the bucket load, everybody scattered, the trade stands tents were awash with people in moments.

Pleased to say non of this daunted the T Types who began to arrive shortly after 9.00 and by 10.30 there was concern that we had filled our allocated parking spaces so a rapid shifting of barriers and purloining of spaces reserved for others was necessary and most of the T Register were accommodated by 11.30 when things began to quiet down.

Once again the Specials Display in the paddock adjacent to the T racers was an eye catching draw good to see the previous organizer Keith Hodder was there and of course Stewart Penfound was on hand.

One of the pioneers of creating MG XPAG Specials was one Harry Lester who in 1949 designed and built his own car with a tubular chassis and an aluminium body and an MGTC XPAG engine. Stewart has written a superb book recording all these exploits and which went on to be responsible for forming a well known racing team known as The Monkey Stable. You can buy this volume from the T Register Regalia section and perhaps get a signed copy into the bargain.

Having put up a great show and winning the Best Register Stand display last year we were keen to repeat the success and once again Geoff and Annie Matthews set to work to produce a display; this year based upon a day at the Racing. Period dress adjacent to the Pebworth Special which was Tony Smith's racing machine formed the backcloth of our effort. But others had taken up the challenge more seriously this year and we were not to win for a second time.



Soon after the rain on Saturday afternoon we all retired to the Specials Marquee to be treated with snacks, savouries and of course a glass of “old speckled hen” or a wine or two.

For the second year the Presidents International Dinner was located at the nearby golf club, a very pleasant venue with good décor and ambient surroundings. (A special treat for me was a lift to the main entrance by a gal in a bright yellow TC)

After the dinner and when speeches and the award giving business was over we were presented with what turned out to be the highlight of the evening by far. There was to be a charity auction in aid of Dementia UK and the President John Day with a certain apprehension welcomed the guest speaker and auctioneer for the evening.....a retired General from the Swiss Army and his beloved assistant Heidi!

What followed was a highly entertaining hour of anecdotes, observations on human nature, comment on the current political scene, comparisons of international behavior modes and above all humour. The auction was carnage, the prizes bizarre and the bidding was furiously contested resulting in a very generous donation to this year’s worthy charity.



The T Register table at the Dinner



Sunday was a much better day, some sunshine between cloudy spells but no rain. Another good turnout of T Types but traditionally there a fewer cars than on the Saturday. We still filled our allocated paddock space with a really good cross section of cars with much interest being shown by all the visitors.

Cast your mind back to Silverstone on August 26<sup>th</sup> 1950 (if you are not able to, see Dick Jacobs book “an MG experience) and you would have been able to witness 3 factory prepared TD’s piloted by Dick Jacobs FRX 941, George Phillips FRX 942 and Ted Lund in FRX 943.



Here at Silverstone 2015 was the Dick Jacobs car still in the family today.

**Editors note** I am in contact with the current owners of the George Phillips car FRX 942, more next issue.





**And here it is, does anyone know of the existence or whereabouts of the Ted Lund car FRX 943?**

## **FORTHCOMING EVENTS 2015**

### **THE T REGISTER T PARTY**

Once more we head off to Biggleswade and the Shuttleworth Vintage Aero Museum at Old Warden in Bedfordshire, a week later this year on **Sunday 2nd August 2015**. This time we may be joined by the Magnette Register so a turnout of about 60 cars is promised to what has proved to be a very popular social event and of course the weather will be just the same as the last two years, blue skies, scudding white clouds, perfect for a picnic.

The Shuttleworth Management Team have once again given us a generous entrance ticket concession whereby pre 60's car and driver get in free and a charge of only £14 for passengers arriving in the same car. All tickets must be pre booked to take advantage of these terms either by ringing 01767 627924 and ask for Sandra Creevy or you can apply on line to [sandra.creevy@shuttleworth.org](mailto:sandra.creevy@shuttleworth.org) and she will send you an application form for car and passenger with the entry fees payable. See you all there.

## **THE 2015 T REGISTER AUTUMN TOUR on 11<sup>TH</sup> TO 14<sup>TH</sup> SEPTEMBER to the SOUTH COTSWOLDS**

The 2015 Autumn Tour is based near Wotton under Edge in Gloucestershire half way between Gloucester and Bristol.

The dates are Friday afternoon **September 11<sup>th</sup>** to **Monday morning September 14<sup>th</sup> 2015** and will be at the Tortworth Court Four Pillars Hotel, a magnificent Cotswolds grade 2 listed Victorian mansion offering all the grandeur of an elegant house with character alongside the modern facilities of a four star hotel.

At this late hour there may just be a place or two left at the hotel, contact Gill Hayward on 01452740393 or [gillhayward50@hotmail.com](mailto:gillhayward50@hotmail.com) or you can make your booking direct with the hotel on 01454 263000 quoting "MG T Register Weekend", the hotel will request a deposit at this time of £50. The total price now being £388 for a double room for the 3 nights with breakfast each morning and the Gala Dinner on the Saturday night. Dinner on the Friday and Sunday evening will be at the choice of individuals and not included in the above tariff but it is inclusive of the use of Peels, the hotel spa and leisure facilities.

### **The 2016 Autumn Tour**

Seemingly a very long way ahead but it has become customary at the Autumn Tour to promote the next year's venue and to solicit any interested parties to put their name forward as an expression of interest.

Next year we will be in the Dorset area and the Jurassic coast and so if you fancy this and you are at this year's tour make sure you contact Geoff and Annie Matthews and get your name down early as an interested party. The dates are likely to be September 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> 2016 but confirmation and more details in the next edition.



# XPAG

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### Competition News

In the Editorial above I said that we had been in correspondence with the MGCC photographer Colin Murrell over the last few months. Colin attends most if not all the MGCC races, sprints and hillclimbs and has been a great source of providing us with some fabulous shots this year of T types at play.





All of these pictures and many others I am sure are available: go to [colinmurrell06@aol.com](mailto:colinmurrell06@aol.com) to find out more.

And whilst still on a competitive note Past Chairman David Butler still has an interest in sprint and hillclimb challenges and was recently at the Shelsley Walsh Hillclimb bash..



T's and an other parked in the orchard.....

## The wanderings of TC 7723

In the last issue of TRN there was short article on "Unraveling the History of a TC". Quite remarkably between the owner of the car in the 1960s, the MG Car Club of Sweden, our own TABC Registrar, Stewart Penfound and the present owner who lives in Holland, we have managed to piece together a nearly complete picture of this car's travels and ownership.

It started by John Harris posting on the T Register Facebook Page asking if anyone knew what had happened to a TC he owned in the late 1960s. Thanks to our Registrar, we had an email address for someone who bought the car in Holland in 1994, and he replied to the email. His name is Wim Crouwel and he is quite a famous Dutch typographer and graphic designer.

You can read all about him on Wikipedia - [http://en.wikipedia.org/wiki/Wim\\_Crouwel](http://en.wikipedia.org/wiki/Wim_Crouwel).

John had a history of the car previous to his purchase and had sold it to Swedish buyer, Wim knew he had bought the car as an import from Sweden and Stewart Penfound had some owners' names whilst the car was in Sweden. An email to MG Car Club Sweden filled in the rest of the story.

So here is the story of TC 7723 from its owner in the 1960s and from its present owner in Holland.

### My flirtation with a TC

#### John Harris, MG Car Club

I have been a member of the MG Car Club for nearly 50 years with a particular love of older cars, particularly the 'Square Rigger' cars. I'm sure that I was subliminally brainwashed from my father's neighbour having a TC when I was a child, and from learning to drive in a 1938 P2 Rover 14.

Although a MMM and Y Type man (I have had a PA for 43 years, which I rebuilt, and a YA for 8 years). I'm not a snob where models are concerned having re-built a TA for a friend, a Midget for another friend and tinkered with an N Type and a TD when I did some Saturday work for a few years.

However, my first MG was a '49 TC which I bought in April 1966. I journeyed to Newbury in Berkshire to collect a severely damaged car from a young man who had taken an unscheduled detour off the Robin Hood roundabout, when it was more 'out in the country' than it is these days.



The car had overturned in the accident. The nearside was flattened, the windscreen and hood ripped and there was damage to the scuttle. No dashboard or instruments existed either and the poor thing was soaking wet having been left out in the weather all winter.



I took the car to pieces and, as a novice, cleaned, checked and refurbished parts and then reassembled it and hand painted it. My premise then was to get the beastie road worthy and then improve it as I went along. However in 1969 a forthcoming marriage forced me to part with it to raise the funds for the deposit for our first home (what a sacrifice!).

Its registration number was FMW 619 and the chassis number appeared to be either TC7223 or TC7723 from a poor quality picture of the chassis plate. I have since discovered it was the former.

I thus sold my TC (my first MG) to a gentleman from Sweden. Someone called Dagobert Swenson Jr and a member of the Sportvagansklubb Sweden came over to Oxfordshire to collect it. Later some correspondence for an EFTA declaration from a Mr Alf Naslund on behalf of a Mr Greger Swaren, suggests that it was Mr Swaren who bought the car.

It was a damp and drizzly day when Dagobert collected the car but he drove it away despite the weather, no windscreen glass and no hood. When he arrived in Skovde he wrote a lovely letter describing his journey and letting me know that he had arrived safely.

### Owner history

I had done a little research when I decided to try and find the TC's past owners, and managed to get a little information together regarding the owners and work that was carried out by one in particular.

It started life in Swindon, Wiltshire and has been in the Oxford/Berkshire area up until when I owned it. One previous owner named it 'Mercury'!

Here is the ownership timeline as gleaned from information contained in correspondence in the 1960's.

1. 1949 First owner – said to be a lady in Swindon, Wiltshire
2. No date Mr Weatherill of 'Twin Trees', Blewbury, Berkshire. He named it 'Mercury'
3. 1956 Mr RFO Callan (he provided much of this information) exchanged it at C&G Brown of Thatcham in exchange for a Midget. Mr Callan did a lot of work on the car and had it

re-sprayed by a chap in Kidlington.

4. 1964 or 5 Bought by Mr D Vockins of Gloucester Rd, Newbury, Berkshire (he's the one who crashed it)
5. 1966 Bought as crashed by me (John Harris) then living in a hostel on the Atomic Energy site at Harwell, Oxfordshire. I now live in Wantage, Oxfordshire
6. 1969 Sold to Dagobert Swenson Jr. in Sweden

John Harris then goes on to add;

Looking through the pieces of paper in my old TC file, I found a document from the Malmo Centre of the MG Car Club Sweden signed by a Mr Alf Naslund on behalf of a Mr Greger Swaren for an EFTA declaration for me to sign and pass to the MGCC at Abingdon. This indicated to me that Mr. Swaren was in fact the guy who became the car's new owner and Mr Swenson just collected it in his behalf.

7. 1971 Sold to Per Hall, in Mjolby, Sweden in 1971, presumably by Mr Greger Swaren
8. 1972 Sold to Gaston Portefaix, who lived in Solna, Sweden
9. 1990 Sold to persons unknown
10. 1994 Bought by Wim Crouwel of Amsterdam from a dealer who imported the car from Sweden
11. 2015 Still owned by Wim Crouwel in Holland

## Wim's story

### MGTC chassis number 7723

My story with MGTC's started in the sixties with a black TC that I owned for only a few years. Unfortunately I do not know the details anymore. I sold it in 1972.

I have always had a great interest in cars. Next to my daily car (almost always an Alfa Romeo) and in the fifties I drove a Triumph TR2, in the sixties an AC Aceca, and in the seventies a Morgan.

In 1994 the wish for an MG TC came back and from a dealer I bought the MG that I still own. The car came from Sweden; I have added a photo of it with the Swedish number plate. Unfortunately I cannot find the letters from the Swedish MG club with the name of the last owner.



I started a long period of weekend restoration that finally took 10 years. The car was totally stripped till the last screw. The chassis was sand blasted and painted, the engine was taken apart and rebuilt, woodwork and metal parts of the body were repaired. New green upholstery and a new hood with side screens were bought in England. I found an original steering wheel and had it restored and all the chrome plating renewed until 2004 when it was finally ready.



After 10 years of pleasure with my MG, it now is in the garage. I polish it every now and then but due to my age related stiff body I cannot drive the car anymore.



**Post script**

On the question of restoration just look at this poor little thing, will it ever live and go again?...**but of course it will, it is an MG.**

Seen recently at B&G premises in Baldock



**"PEACE, LOVE, & MG"**

SE Fall GOF, Macon, GA  
October 15, 16, 17, 2015



NAME \_\_\_\_\_  
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 EMAIL \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY/STATE/ZIP \_\_\_\_\_  
 PHONE \_\_\_\_\_  
 CLUB AFFILIATION \_\_\_\_\_

Date Rec'd: \_\_\_\_\_

Check # \_\_\_\_\_

Registrations received prior to 9/1/2015 will be entered in a drawing for one free hotel night!

1st MG: Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

2nd MG: Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Registration Pack	\$45	\$
Thursday Night Music Bus Tour & Pizza (limited number available)	\$22 person	x_____ \$
Friday Picnic Dinner, Music & Tour at The Big House	\$28 per person	x_____ \$
Saturday Hot Dog Lunch at the ballpark	\$6 per person	x_____ \$
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Guaranteed tickets must be reserved by October 1st, 2015

**This what our American friends get up to, if you are over there at this time, jump on the bandwagon..... pronto!**



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