



'T'REGISTER NEWS

NO 3 JULY 2011



THE SPLENDID CAR OF PETER L COLE

MGCC 'T' REGISTER TD REGISTRAR



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

Hi T-Typers

I hope you are all enjoying the Summer and how time flies, with Wimbledon finished and the Tour de France starting, I always feel we are well into the year and still so much to do.

I am sorry I was not able to be with you all at Silverstone, a good friend's daughter got married in Austria so Annie and I were committed to that sometime before I took on the Chair, but we had a great time in Bollezele, thanks to the sterling work of Peter Cole and Gillian Smith, our hard working treasurer. She is very effective at keeping our budget under control and where would we be without her.

We have three great weekends coming up with Pre-War Prescott, Brooklands Reunion and on 30th July, the T Party at Thruxton. I plan to be at all three and hope to see as many of you there as possible. We also have the main event of the year, at least in my calendar, The Autumn Tour, to look forward to, so a good MG Summer in prospect.

I also hope you are finding our communications satisfactory and would also like to "plug", yet again, the benefits of being on email. This helps us enormously with the reduced effort and cost of keeping you all in the picture but it is also much quicker than the old "snail" mail and we can quickly advise you all of changes to the diary or last minute opportunities to attend events. I have set myself the task of getting everyone on to email before I give up this job so I may live to regret that commitment (and so may you!).

Well, have a great second half of 2011 and I look forward to seeing some of you before the winter is here.

Geoff

TRN JULY 2011 – TABLE OF CONTENTS

Page	3	A message from the Chairman	Geoff Matthews
Page	4	The Editorial	John Ward
Page	4	Front Cover	Peter L Cole
Page	5	T Register Spring Tour	Bob Marshall
Page	6	The EEotY Spa Francorchamps	John Ward
Page	7	Silverstone Live	John Ward
Page	8	Future Events	John ward
Page	11	Competition News	Jonathan Harmer & Tony Smith
Page	14	TC axle fixings	Peter Cole
Page	15	The Great Fuel Debate	

THE EDITORIAL

After all the excitement and MG activity at least from my perspective over the last few weeks, life seems a little mundane in comparison but time to reflect and settle down into some sort of the usual routine.

Had a great time on the T Register Tour to Northern France and particularly Ypres and then on to Spa in Belgium for the European Event, we had 10 days on the road and covered a total of 1200 miles in the TF.

A full report follows on these happenings later, our thanks to Peter and Gillian for organizing the stay at Bollezeele and arranging the city tour and the museum at Ypres

Then only back a few days and it was off to the annual pilgrimage to Silverstone and in particular the 75th birthday of the TA and the coming of the T-types.

Thus here we are half way through the year and only a few T Register events on the horizon, notwithstanding that there are always places to go and people to see in an MG!

On a salutary note, in talking to many of you over the last year it has become more and more apparent that our ageing cars seem to be doing better than some of their owners. Most of the cars parts can now be repaired, sourced and replaced but it's a different matter when it comes to our bits, particularly eyes, joints and waterworks.

Sadly I know of a number of T Type stalwarts that have reluctantly had to give up their valued possession either for their own health reasons or the navigators.

The most amazing thing is that judging by advertisements in classic car magazines there seems to be no let up in demand for our cars looking at the prices now being asked for well restored and maintained examples. Have you reviewed the value of your prized possession for insurance purposes?

On another tack entirely, classic car drivers generally have continually faced and endured all the modern day problems associated with driving classic cars in the past, but now face the biggest threat of all..... the burning question of (pun intended) the effect of adding or even increasing the amount of Ethanol or biofuel to every gallon sold at the pumps.

Included at the end of this edition are the current doctrines from the various interested parties in this matter. However I pose the question;-

Is this likely to be a similar scenario to the unleaded situation of the nineties? I personally cannot help but think that seeing that most of us do less than 3,000 miles per year and regularly service, check, change oils, filters and generally fuss and worry about performance etc., is this a really going to be a problem?

Food for thought, what do you think?

Best wishes
John Ward
Editor

FRONT COVER

This month's cover shows a picture of Peter L Cole's splendid TD in traditional ivory paintwork and red interior trim.

Peter is the dedicated TD Registrar for the T Register, now teamed up with Gillian Smith who last year took over the demanding role of Treasurer for the T Register.

Peter bought the car in 2004 and since then has used it extensively including going on nearly all of the UK Autumn Tours as well as attending European Events in France, Holland, Belgium, Luxembourg and Switzerland. Peter and Gillian recently organised the Northern France and Flanders tour before going on to Spa and the Belgian EEotY.

NEWS AND EVENTS

RECENT EVENTS

T REGISTER SPRING TOUR

NORD-PAS DE CALAIS AND FLANDERS FIELDS

On the last day of May, fifteen or so T- types (and a couple of Bs) made their way eastwards to the Channel ports, mostly to Dover but some to Hull and one drove up from central France. All were headed for Bollezeele on the edge of Flanders, a short(ish) drive from the coast.

The cars (and their occupants) stayed at the delightful Hostellerie Saint Louis ably run and managed by Bea and Philippe Dubreucq and their attentive staff. After a welcoming address by our organisers Peter L Cole and Gillian Smith followed by complimentary canapés and drinks, dinner the first night (and all the nights) was excellent.

Nothing was organised for the Wednesday and cars, some together, some alone headed off in various directions. Most however visited la Coupoule and the Blockhaus either to simply observe or to enter these vast reinforced concrete structures which were V1 and V2 assembly and launch sites and which proved difficult to bomb and destroy by the RAF.

Most visited the hill top town of Cassel, (surprisingly in the flat Flanders fields) where the Moulin du Chateau still grinds corn and produces oil from locally grown linseed. Many also visited the beautiful medieval town of Aire-sur-la-Lys with its Flemish Renaissance architectural masterpieces.

After another evening of dining on excellent food, Thursday dawned and we prepared to set off for the day on an organised tour of Ypres. The T-types all parked in the Square in front of the Cloth Hall. The party then

assembled for a guided tour of the Cloth Hall and the adjacent environs followed by a visit to the Flanders Museum.

Ypres was completely destroyed in the First World War and Churchill (then an officer on the Western front) proposed that it should be left as a monument to those who died in Flanders. However it was meticulously rebuilt, building by building being recreated as it was before the onslaught. A British Anglican Church, St. George's Memorial Church was built not only as a memorial to the dead but as a centre and place of worship for those visiting graves of the fallen.

Finally everyone stood in awe and pondered the magnificent Menin Gate Memorial, a lasting tribute to the many thousands of commonwealth soldiers who passed along this road and died in the cause of freedom and for whom there is no known resting place.

Opened in 1927, the Last Post is sounded every day and the names of the dead are read out – it will take many more years yet before every name has been heard.

That night another delightful meal.

Mechanical problems over the few days were few, one lazy brake cylinder, one faulty distributor (which was disruptive) and a squeak which was not a mouse.

On Friday the 17 cars made their way either to Spa or home to the UK.

A very good time was had by all, due to Gillian's (assisted by Peter Cole) excellent choice of location and planning.

BOB MARSHALL



At the Blockhaus and the striking memorial to all the servicemen and women and the local citizens who died in the cause of freedom at this place.



The Menin Gate, the wall behind the pillars contain only a fraction of the names of the fallen.



Mesdames Humphreys, Marsden and Marshall preside over matters in hand at the Grand Chamber of the Wool Hall in Ypres

THE EUROPEAN EVENT OF THE YEAR SPA FRANCORCHAMPS

Following on from Flanders, 11 cars set off Eastwards and a 200 mile run to Spa in Belgium and the MG European Event of the Year.

An uneventful trip with cars in 3's or 4's saw us reach the event control in Spa late afternoon. The hotel was by choice, most of the T-types electing to stay at the Hotel Solcress about 2 kms out of town in a wooded and tranquil environment. However for the rest, the Radisson Palace, right in the main square was lively and interesting and provided more of an insight into the town with adequate bars, restaurants and shops.

However some trepidation by most of us when it was realised that the only parking facilities, which although they were free, were completely open to the public without any security or protection. However upon looking around at the exotic and expensive MG machinery that were our neighbours, fears were somewhat allayed and proven unfounded. To our knowledge no reports of damage or incidents were reported, - to the contrary the cars were totally admired and revered by the locals.

There then followed 2 days of hard driving, 150 kms on Saturday through the Blue Ardennes so named because of this naturally preserved oasis in one of the most densely populated regions of Europe. Sunday saw us out early again, Spa is famous for its waters and baths, the source of which are the rivers of the Ardennes, the Pays des Sources.

This second days run was a distance of 140 kms with a lunch stop at the Barrage de Nisramont.

Saturday night saw a grand affair at the Gala Dinner held at the elegant Spa Casino and on Sunday a BBQ in the woodland surrounds of the Hotel Solcress.

Monday was the full day at the home of the Belgian GP, Le Circuit de Francorchamps. It was a bright and breezy day with the occasional shower sending us racing for cover. All the cars were given a half hour slot to drive the famous circuit said to be the all time favourite of Michael Schumacher. It is a fascinating track full of twists and turns and ups and downs with a fabulous backdrop of the Ardennes forest.

Another run of 98 kms on the Tuesday morning around the towns and villages of Liege saw us assemble at the Ferme de Banneway for a splendid luncheon and soon it was time for speeches, film presentation and goodbyes.

Next year it is Sweden and following that.... hit the high road to Scotland in 2013



T Types eagerly awaiting their turn to do Spa!



..... And we're off, down the pit straight

SILVERSTONE *Live* 2011

The 75th Birthday of the TA was on the 25th of June which coincided with the Saturday at Silverstone MG *Live*. There were 5 TA's in the line up in the Arena (there was another one parked in the T Register car park but presumably this was a late arrival for the parade) Sorry we missed you, blue TA 821 registration number BDF 906. The well known car historian Graham Robson talked to each owner in turn providing an appreciative audience with an insight into the importance of these cars which led to the emergence of the TC in 1947, forming the backbone of the UK export drive after the war and the furtherance of the MG slogan as "the sports car to have".

The Ray Bird concours car TA number MG5476 was on pride of place outside the Main Marquee all weekend, our thanks to Ray for bringing this car along to the event.

The 'T' Register Friday Night Natter was once again the place to be from about 5.30 onwards, amid a great display of T-type Specials organised as usual by Keith Hodder. The predicable onset of Silverstone rain finally dampened the spirits at about 7.30 and closed proceedings sending us all searching for cover.

Saturday morning was a different story. The sun finally showed itself about 9.30 and the T Register car park began to fill quite quickly. Interestingly at about 10.30 there were 11 TF's in the park compared with only 2 TC's and 2 TD's. At one time we managed to line up 15 TF's all together. By noon the main T Type parking area was full and shortly afterwards we had succeeded in nearly filling the overspill area as well, in all about 70 cars attended on that day.

Sunday was a bit of an anti-climax about half the number of cars turned up compared to Saturday and yet it was a better weather forecast for that day.

There was a steady stream of visitors to our stand during the weekend, business was not brisk for many of the stands, people preferring to be out and about in the sunshine and indulging in the many activities that the MG Live Team had put together. Many thanks to the faithful who manned the stall especially David Darrell our Regalia Manager for his long stint on Sunday when the temperature and humidity in the marquee was almost unbearable!



Graham Robson “chatting up” the first of our TA’s in the line up in the Arena.



A dozen TF’s in the T Register car park before 11 am on the Saturday!

FUTURE EVENTS

THE BROOKLANDS SOCIETY REUNION 2011

The Brooklands Society has been running a one day reunion event at Brooklands since the formation of the Society in the 1960s. This year the plan is to have the area in front of the Clubhouse exclusively for pre-war cars and it being the 75th anniversary of the coming of the T’s, pre-war T-types are especially welcomed.

The date is Sunday 24th July 2011, the normal museum charge will apply which is around £10, The Brooklands Museum insist on this charge but given that the Museum is worth seeing and it is a Charitable Society, it is well worth paying for the privilege.

The gates will open at about 9.00am for all pre-1972 cars entering by the old Campbell circuit entrance, other cars will have to use the normal public access from 10.00am.

The Test Hill for ascents will be available at a small charge, probably starting at 12.00 noon and Banking Runs will take place after lunch and again will be subject to a small charge.

THE 'T' REGISTER 'T' PARTY 2011

The 'T' Register T Party will be at the MGCC Race Meeting at **Thruxton Racing Circuit** (home of the BRDC) on **Saturday July 30th 2011**. There will be a full programme of 9 races commencing at 12 noon until about 6.30. So plenty to watch and raise the adrenalin level, get the picnic baskets out and have a great day.

We have been offered dedicated reserved parking as a group overlooking the start and finish line and the final chicane. Tickets will be probably £12 per head on the day but there is a discount for advance sales, contact Barry Knight on email; barglen@ntlworld.com who will also be the T Register contact on the day.

There will be the opportunity to do circuit tours between 1.00 and 1.30 and there is the facility to join the racers in the paddock and sit in the ticketed Grandstand at an extra cost (pay on the day which will include teas and coffees) We will be in the company of the Z Register and the Abingdon Works Centre, only MG's will be allowed into the circuit parking areas.

Thruxton is located approx. 4 miles west of Andover in Hampshire on the A303 dual carriageway. Barrie Knight has kindly volunteered to act as coordinator and marshall on the day and will be our man to guide visitors into the prescribed parking area.

THE AUTUMN TOUR 2011

THE YORKSHIRE DALES - 9th to 11th September 2011

The organisers Grant and Barbara Humphreys have advised that there are still a few places available at the Lodge accommodation just a couple of miles from the Coniston Hotel in Skipton. The cars will be parked at the Coniston Hotel and all meals will be taken there including breakfast, transport

has been arranged back and forth to the Lodge as required.

Contact them on 01969 622108 or email grant.chumphreys@btinternet.com before it is too late.

PRACTICAL SKILLS WORKSHOP

This will take place on **Saturday, November 12th**, and we are meeting again at the **Oxford & Cherwell Valley Motor Sports College, BICESTER, OX26 4LA**

The price this year is £35 for MGCC members and £40.00 for non-members.

This is on a bring your own lunch basis as the college now charges us an uneconomic rate for hire, but we believe the venue and services provided are worth the fee.

Peter Reeves will be on hand again to teach us how to weld and we've asked him to include preparing the job for welding as part of the day.

We are looking at either a gear box or short engine rebuild as the second subject, dependant on finding sufficient short engines / gearboxes to work on.

If you have either in any state under the bench please let Bill Silcock know asap.

To express an interest please contact (Send no money at this time)

Bill Silcock, 29 Church St, Ampthill, Beds,
MK45 2PL.

Tel. 01525 750468

Email Bill.silcock1@ntlworld.com

Final details in October TRN

THE AUTUMN TOUR 2012

Looking a long way ahead now but the Autumn Tours have proven very popular and hotels need to be booked well in advance with usually a minimum of 50 rooms.

So here we have it, next year it is planned to hold the Autumn Tour in the North West Cotswolds from Friday 7th September to Monday 10th September (with options).

It is proposed to arrive at the hotels on the Friday evening for the usual welcoming briefing and drinks before dinner.

There will be a full day on the Saturday exploring south westwards along the 'Cotswold's Scarp' with all its interesting villages, small towns and twisting lanes and views over the Severn Valley. Then back to base for drinks, canapés and the Gala Dinner. On the Sunday we will explore the Vale of Evesham, via Bredon Hill and beyond, circumnavigating the Malvern Hills before arriving at the National Trust property at Croome Park near Worcester which is set in 'Capability' Browns first complete landscape.

Two hotels have been reserved, one in Chipping Camden and the other in the nearby hamlet of Farncombe on the edge of the escarpment, we will thus avoid the main tourist centre of Broadway but which is only 4 miles away for those who wish to visit this delightful spot.

The main hotel will be The Dormy House Hotel which is a privately owned converted farmhouse with 44 rooms in Farncombe set in a delightful rural environment sitting high on a hill with views across three English Shires. This will be admirably supplemented by The Kings Hotel in Chipping Camden which has 13 rooms and is situated in the heart of this pretty Cotswold's town. Both of these hotels have ample private parking facilities.

However as The Dormy House can only provide 27 rooms on Sunday the 9th, it has

been decided to make the main event a two night stay, the tour finishing after the afternoon run on Sunday to Croome Park.

This will give the option for those who wish to stay on another night ample time to return to the hotels and for others to begin the return journey homeward.

The accommodation at The Dormy House will be £196 per room per night for dinner, bed and breakfast for two nights and £165 per room for the Sunday evening for those able to stay over. The accommodation at The Kings Hotel will be on a bed and breakfast only basis at £160 per room per night. The cost of the Gala Dinner at the Dormy House will be £39 per head, transport to and from will be provided. Other meals can be taken there or at the Kings Head in their restaurant/brasserie.

At this stage expressions of interest should be made to Graham Brown, preferably by e-mail at graham.sue358@btinternet.com in order to obtain an entry form which will provide details for making a hotel reservation and the cost of the entry fee for the tour.

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COMPETITION NEWS

Latest racing reports, news, views and comment from Jonathan Harmer our MGCC T Register Competitions Secretary

OultonPark

With a growing entry list for the Pre 60 Icons race at Donnington on August 28th, the MG Car Club put on a last minute taster at the Oulton Park MG race meeting. Eight cars turned up on a wet Oulton Park on Saturday - five T Types; one MGA; a Jowett Javelin and a DB2/4 - a foretaste of what is to come.

Practice was wet with the T Types setting the pace - Tim Patchett in his TA entertained the crowd with two spins at Brittens - was he just trying to slow up the rest of us? Peter House in his TC set the pace followed by Tim, Jeff Marsden and Jonathan Harmer. Nick Ashman followed close behind despite gear selection difficulties, closely followed by Tim Stamper in his beautiful Aston, he was followed by Brian Ireland in the MGA and Richard Gane in the Jowett who came in with overheating problems.

For the race in the afternoon we had a dry track. At the start the grid took off with a roar and your scribe suddenly had no gears. The clutch had given up the struggle and the blue TF rolled down to Cascades and through the Armco to the banter of the waiting marshalls to watch out the rest of the race.

Tim Patchett took an early lead until Peter House pulled him in and overtook at Cascades in what was a remarkable manoeuvre around the outside staying ahead until the finish. Jeff Marsden dropped out with a loose wire leaving Nick Ashman to come third having learned to cope with a recalcitrant gear box. He was followed by Tim Stamper who Nick had fought hard to get passed and Brian Ireland. Richard Gane had a repeat of overheating but will be at Donington with his other rebuilt race Jowett.

At the prize giving Tim Stamper got a well deserved "Driver of the Day" award.

All in all an enjoyable day ably supported by Ian and Chris of Pilot Motor Sport whose help and assistance was much appreciated.

Silverstone

MG Live is of course is the big one and always gets one of, if not the, best grid of the year. This year was no exception and 34 cars turned out for practice for the Kimber race sponsored by Hamilton Classic including T Types, MG Specials, Triple MMM's, Lagonda and the rather special Brook ERA.

After a very wet Friday night Saturday soon cleared up and practice was in the dry with only a few patches of wet around the circuit. Jeff Marsden in his TC - clearly a man to watch - was second fastest behind Tim Metcalfe in the Brook ERA followed by Dave Clewley in the Parsons and Peter House and George Edney in T Types. Everyone qualified on the new track layout although opinions were mixed as to the very slow S Bend after the new complex. No doubt the Formula 1 boys will show us what to make of it.

The race started following a green flag lap and a quick line up on the grid. Your scribe made a cracking start overhauling numerous cars only to lose the advantage later on!

The pace was fast and furious with everyone improving dramatically on their practice times. As ever there were hard fought battles through the grid but the pace was set by Alex Quattlebaum in the Leco who was clearly enjoying himself and Tim Metcalfe in the ERA who sadly had to retire due to a split oil pipe. Alex came home to win closely followed by Peter House and George Edney and then the Specials of Dave Clewley and Howard Maguire and then Jeff Marsden and Steve Barlow.

In the next group came Bob Alan in the Leicester MG, Mike Painter in his very quick

MG J2/PA and John Bishop in the PA Special all coming across the line together.

In the Triple MMM's Andrew Taylor in his K3 was first home followed by Barry Foster in his MG Montlhery Midget and Andy King in the MG KN Special. Best race of the meeting - of course!

While the racing of course is the most important thing, the social side should not be overlooked and thanks to Alex for making a fantastic paella on the Saturday night. Also thanks to the T Register for marvelous hospitality through what was a very hot weekend and finally thanks to Ian and Chris at Pilot for helping to keep mechanical gremlins at bay. Finally, a plug for Donington - with over 30 entered, can we get to over 35?



The T Racers Silverstone Live 2011

Jonathan Harmer MGCC T Register
Competitions Secretary

Luffield Speed Championship

MG T Type Report

Round 10, Gurston Down, 19 June 2011

Gurston Down is situated in the scenic Wiltshire countryside not far from Stonehenge. It's a two and a half hour journey for me down the M1, M25, M3 and the A303 and as it is mostly motorway, the trailer gets used. It's quite pleasant driving at 5am on a Sunday as there is so little traffic, reminds me of driving on the freshly opened M1 back in the 60's. Also the people driving at that time of day seem to drive with a purpose and don't dawdle along.

The track at Gurston is part of a working farm owned by an arable farmer with a kindly attitude to motorsport. The paddock is partly in the yard amongst all the typical farm barns and equipment. There is a modern club house which serves some of the best paddock food in the UK, all the facilities rate as very good.

The weather was terrible on the Saturday but for the Luffield Sunday it was mostly warm and dry. We did have a couple of light showers, one just before the start of our last run where oddly it was wet at the start line but bone dry at the finish. The meeting was run slickly by the South West Centre of the British Automobile Racing Club (BARC's).

The track has a significant downhill start into the quick Hollow Bend corner, the fastest part of the course, where the brave soles on sticky tyres barely lift. As the only car there on cross ply's, not only did I lift but also applied a dab of brakes! The first serious corner is Karousel which turns right steeply uphill through almost 180 degrees. Then it's up the Deer Leap short straight to the sharp left hander at Ashes Bend and then the steep straight, Burkes Rise, to the finish line. The course is just short of one kilometre and rises nearly 50 metres. Just like Shelsley there is a holding paddock

at the top of the hill, as there is no separate return road, cars return in batches back down the track. The track surface is very good though the corners set quite a challenge as they are quite narrow and dictate the need for accurate car placement.

From an entry of 180 there were 30 Luffield competitors but only 4 XPAGs in the paddock, my TA, David Butlers TD, Chris Pamplins Darque and Stewart Penfound's Lester. This was my first time at Gurston and I managed to make a steady improvement through the four runs but was pipped into the last XPAG position by Stewart by 100th of a second. Looks all set for a needle match at Silverstone to avenge this defeat. Our best times were Chris at 45.63, David at 46.35, Stewart at 49.78 and myself at 49.79 secs.

The fastest Luffield competitor was Terry Pigott in his MGBV8 at 36.47 and fastest time of the day was Andrew Forsyth at 27.83 in a Pilbeam MP58. A full report and results can be found at www.gurston.org.

Just to keep things in perspective the outright course record was set at 25.42 seconds by Martin Groves in a Gould GR55B in 2007.

One feature I particularly liked at Gurston is that on arrival at the top holding paddock after your run, there is a hut with a printer which prints off a little docket with your times and speeds at various stages of the course. This allows you to compare your runs in detail to see where you can make improvements.

The picture is courtesy of Derek Hibbert (www.digitalderek.co.uk) and shows Chris Pamplin in his Darque at Ashes Bend, the fastest XPAG of the day.





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TC Front Axle to Spring Fixing

Having seen the rather scary picture of the front axle to spring fixings retrieved from Chris Oswald's car in Issue 3 of John James' TTT2 (reprinted here with kind permission) I decided there must be a better alternative. I would guess the distortion shown in the photo resulted from the fixings not being fully tightened, nonetheless it is not a comforting thought that someone's life once depended on these mangled parts.



Fig 1 Axle to Spring Fixings taken from Chris Oswald's TC

A more reassuring answer would be to consider the use of a more robust type of fixing such as high tensile cap-head bolts. It would be tempting to simply replace the original special fixings with standard nuts and bolts but then the rebound plate fitted above the axle on the TC would have to be discarded. The Originality Police wouldn't like that! A better arrangement would be to make a set of eight special spacers to receive the axle fixing cap-head bolts. The spacers could then be tapped at the top to receive the 1/4 inch BSF countersunk screws that fix the rebound plate.

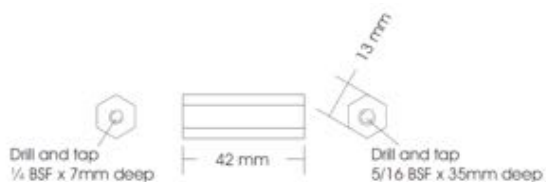


Fig 2 Suggested Spacer Design (8 off required)

The spacers can be made from 13mm or 1/2 inch AF stainless steel and tapped 5/16 BSF x 35mm at one end and 1/4BSF x 7mm at the other, the respective tapping drill sizes being 6.8 and 5.3mm. This operation is best done by drilling right through the blank with the smaller drill first and tapping the 1/4BSF tread for more than the length required. Then from the other end the bore can be opened up with the larger drill to the depth required, before finally tapping the 5/16 BSF thread.

Stainless steel would be a good choice to reduce the risk of the spacer rusting but unplated cap-head bolts are generally more robust than stainless steel or plated types so an application of paint would be recommended after assembly. A bolt length of 80mm is a standard size and provides a suitable length of thread.

The photo below shows the completed assembly. If imperial fixings are difficult to find in your neck of the woods then M8 and M6 sizes could be substituted.

Peter Cole

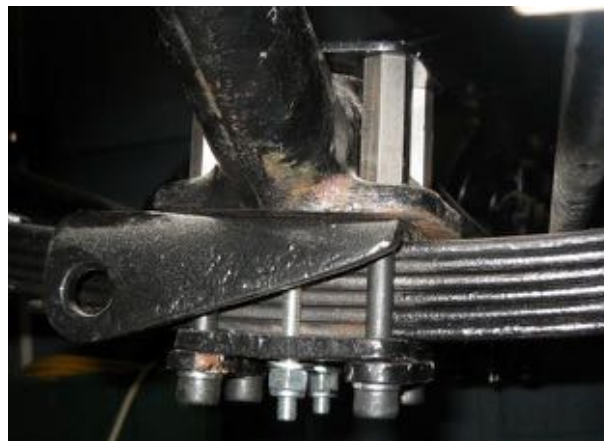


Fig 3 The completed assembly

THE GREAT FUEL DEBATE

Ethanol blended fuel

At the T Register Rebuild sessions in March this year we included in the programme a presentation by Dr. Paul Ireland and David Heath followed by a question and answers debate on the latest dilemma to confront owners and drivers of classic cars, the level of Ethanol in fuel at the pump.

Whereas there has already been much debate, opinion and information published on this live topic, it is thought that it would be useful to all of us to be advised on the latest thinking on this matter from all the interested parties involved

It is now widely accepted that ethanol blended fuel is not compatible with some of the materials originally used in the fuel delivery system of our cars. It can cause corrosion of some metal parts and can attack components such as the older types of rubber used for seals and the diaphragm for the SU fuel pumps. Burlen Fuel Systems who supply SU parts and spares were one of the first companies to recognise the problem and have replaced most of the vulnerable materials from their products with alternatives that are more ethanol tolerant. There are also additives beginning to emerge into the market which claim to mitigate these problems, but how effective they are remains to be seen.

In addition to the corrosion issues there are claims and counterclaims about the damage ethanol blended fuel might be doing to our engines and the effect it might be having on performance.

It is difficult to draw any firm conclusions that ethanol is the cause of a particular problem with your car because it is difficult to know how much ethanol, if any at all, is in the fuel you are buying. The petrol companies are not obliged to tell us unless the percentage exceeds 7.5%, in which case the pump has to

be labelled as such. It is likely that the actual ethanol content varies from supplier to supplier, from product to product, from region to region of the country and from season to season of the year.

THE LATEST SITUATION

There is considerable ongoing activity by those directly or indirectly involved in this important issue, it is therefore thought prudent that we acquaint you with the latest developments in this connection.

Firstly a statement from the FBHVC (The Federation of British Historic Vehicle Clubs) the aim of which is to uphold the freedom to use old vehicles on the roads without undue restriction and to support its member organisations in whatever way it can.

ETHANOL in Petrol: Corrosion, Compatibility, and Combustion

The Federation of British Historic Vehicle Clubs (FBHVC) report that their research into the effects of increased amounts of ethanol in petrol is continuing. They have identified the "three Cs" in this respect – Corrosion, Compatibility and Combustion.

Corrosion in fuel tanks and failure of traditional materials used in fuel systems due to incompatibility with ethanol cause fuel leaks. Because fuel leaks create a high risk of fire or explosion, these matters have been given priority in extensive articles in the FBHVC's newsletter since October 2008.

These articles show how the problems associated with corrosion and compatibility have been identified. As a consequence the FBHVC is in the process of commissioning a programme to test commercial additives designed to overcome corrosion problems.

Combustion, on the other hand, affects only the driveability of a vehicle and poses no significant risk to life or limb. Ethanol has long been recognised as a fuel supplement that

improves performance and the FBHVC considers it unlikely that the modest proportions of ethanol in modern fuel will have anything other than a positive effect on the combustion process. Others, who take a different view, have criticised the FBHVC for not doing more to investigate the assertion that the presence of ethanol leads to slow combustion in low-compression engines resulting in poor performance, overheating and damage to exhaust valves.

The Federation continues to research these issues and investigation into aspects of combustion will be its next target with the aid of an independent consultant.

Notes from the Federation

FBHVC exists to "uphold the freedom" to use historic vehicles on the road.

Research by the Federation in 2006 shows that historic vehicle activity is worth over £3 billion annually to UK PLC. The FBHVC has about 500 historic vehicle clubs in membership representing around 250,000 individual owners. It also counts in its membership a large number of professional restorers and traders whose livelihood depends on a robust historic vehicle movement.

FBHVC is currently undertaking a survey to bring the 2006 research up to date and encourages anyone with an interest in old vehicles to take part.

The survey questionnaire is available on line at www.fbhvc.co.uk/survey-2011/

Further information from Jim Whyman 01984 656995 (admin@fbhvc.co.uk) or Roger Wrapson 07804 697066.

The latest FBHVC newsletter has another note on biofuels and corrosion inhibitor additives.

The QinetiC report on the effects of biofuel on older vehicles

In our report at the end of January 2011 we mentioned the release of the report commissioned by the DfT (UK Department of Transport) from QinetiC, the defence research company, on the effects of fuels with a higher

ethanol content. In its latest newsletter, the FBHVC feels that as a result of its involvement in the consultation process during the investigations for the QinetiC report, there are signs of a softening of UK Government's attitude to allow the continued supply of E5 fuel (petrol with a 5% ethanol content) until at least 2015.

In a recommendations section of the QinetiC report there is even a section which includes encouragement for the continued availability of "low ethanol" fuel - it says "consideration should be given to maintaining a specification for E0 fuel for historic and vintage vehicles". Whether "E0" will mean motor fuel with zero biofuel added or simply "low ethanol" - whatever that may mean - is uncertain.

On the continued availability of E5 or even E0, the FBHVC sagely says "whilst the recognition of the problems classic and historic vehicles experience with motor fuels with ethanol it should be remembered however that our vehicles use a very small percentage of the total UK fuel sales and it may be difficult for retailers to justify the commercial stocking such fuel even if the oil companies will distribute it. The Federation will continue to monitor the situation and are working with the All Party Parliamentary Historic Vehicle Group in Westminster to see what can be done."

Corrosion inhibitor additive for petrol with biofuel

The FBHVC reports "in 2010, through our trade supporter scheme, we introduced five companies to a manufacturer of a corrosion inhibitor additive for petrol. This additive should overcome many of the problems associated with the inclusion of ethanol in petrol (but not material compatibility issues, please note). One of these companies,

Tetraboost, who also supply an additive for unleaded petrol, has sent us the following statement about the launch of the product called TetraBOOST E-Guard™ in the UK."

TetraBOOST E-Guard™ has been specially formulated to give protection from potential damage caused by ethanol in petrol, except for GRP tanks and sealants. In addition it will prevent deterioration of fuel kept in a vehicle tank for several months during winter. It will be submitted to the FBHVC for testing as soon as they have the facilities prepared. The problems with ethanol have been fully explained in earlier FBHVC Newsletters and on their website. TetraBOOST E-Guard™ will be supplied through retail outlets, dealing with automobile parts and accessories, in 250ml bottles sufficient for 250 litres of fuel. It will not be available direct. However, as stockists are appointed, they will be listed on the Tetraboost website. <http://www.tetraboost.com/>

The FBHVC says it "hopes to have the test programme up and running very soon; there have been some technical problems to overcome but we are hopeful that later this year we will be able to offer an endorsement to the products that pass the test regime.

And finally for those who are interested we publish a table of materials which have been found to be compatible (or not) with petrol containing ethanol. This is a table reproduced from the FBHVC Newsletter No 5 dated 2010

Recommendations for Materials Considered for Use in Ethanol and Ethanol/Gasoline Blend Applications

Material	Recommended	Not Recommended
Metals	Carbon steel with post-weld heat treatment of carbon steel piping and internal lining of carbon steel tanks Stainless steel Bronze Aluminium	Zinc and galvanised materials Brass Copper Lead/tin coated steel Aluminium (may be an issue for E100)
Elastomers	Buna-N (hoses & gaskets) Fluorel Fluorosilicone Neoprene (hoses & gaskets) Polysulfide rubber Viton	Buna-N (seals only) Neoprene (seals only) Urethane rubber Acrylonitrile-butadiene hoses Polybutene terephthalate
Polymers	Acetal Polypropylene Polyethylene Teflon Fibreglass-reinforced plastic	Polyurethane Polymers containing alcohol groups (such as alcohol based pipe dope) Nylon 66 Fibreglass-reinforced polyester and epoxy resins Shellac
Others	Paper Leather	Cork

This list is not comprehensive and the quality of the material must be appropriate for the intended application. It is strongly advised that the manufacturers of these products are consulted before ethanol or ethanol/gasoline blends are introduced.

FOOTNOTE

You may recall that last time we featured the exploits of that incredible pair Sue and Alan and the Black Pig saga.

Well here they are again in the modern 'TD' fresh from their trip to the Lens Motor Festival and now awaiting the call to take to the track for the circuit laps at Spa Francorchamps.



FINALLY CAN YOU HELP?

THEFT OF TD

The TD Registrar Peter L Cole received a plea from Barry McLaughlin about his pending retirement project an MGTD which was stolen from a lock up garage in Hereford last year. The car was shipped back from Singapore in 1970, the colour is chrome yellow and the V5 registration number is 5068 MG but the DVLA given registration number on import was EML 203J, the chassis number is TD 26049.

If anyone can help to locate this car, or has any information on its whereabouts, I am sure Barry would be pleased to hear from you at mc929@hotmail.co.uk

DISCLAIMER

Articles published in **T Register News** are published in good faith, but the MGCC 'T' Register cannot be held responsible for their content. Always seek advice from a competent person before doing anything that could affect the safety of your car.

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