



# 'T' REGISTER NEWS

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

**NO. 25 JANUARY 2017**



**THE BEAUTIFULLY RESTORED TC OF BARRY KNIGHT**

**REBUILT FROM A BOX OF BITS**

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

First, a very happy new year to all T Type enthusiasts wherever you are in the World. I hope you all have a great 2017 and are able to get out and enjoy your MG as it was meant to be.

This will be my last piece for TRN as your Chairman and I find it very hard to believe that it is six years since I took on the role from David Butler, my predecessor in the role. I hope you feel that the Register has gone well in this period which has seen us win the inaugural stand competition at MG Live, win the Gold Cup last year and hopefully, you will agree, that our communications strategy has developed over the recent past. You may remember that one of my main objectives when I took over was to update our communications to embrace the new world that is upon us. I know that some of you still remain reluctant to get involved in the electronic world, using such vehicles as Facebook to access information.

We have tried to continue to serve those of you in that position but I do urge you, if you have not done so yet, to at least spend an hour on our Facebook page when I hope you will realise how amazing it is to be able to not only see up to date activities announced but also to find great reports on all aspects of T Type activity including many video clips giving a great resume of activities across the world. If you don't yet own a computer, this can easily be done at your local library. You can also access our great newsletter in this way.

I must also use this opportunity to thank my committee members who have stepped up and supported me magnificently during my tenure. Sally Silcock as Secretary, John Ward as our ever enthusiastic Editor, Jonathan Harmer covering Racing and Alan Wakefield, all of whom have served throughout my chairmanship. Stepping up in my term have been Barry and Glenys Knight as Regalia and

Treasurer respectively, Clive Manser, our historian and Robin Haseldine, our DVLA rep.

More recently David Wardell has developed a great role as our IT Communications man particularly with his work on Facebook and with our new Electronic Newsletter and ALSO Martin Price representing the Luffield sprinters. I could write a whole piece about each of these worthy volunteers without whom the Register would not be as lively as it is now but, sadly, space does not permit.

Neither would the Register function as it does without our unsung heroes who act as our Registrars, Technical Advisers and Webmaster. Having just taken over, hopefully on a temporary basis, from Peter Cole as TD Registrar, I can confirm the work they do is invaluable and also rather more than perhaps we realise. Many have been in this post for many years and I do feel I have, perhaps, neglected to give recognition where it is richly deserved. Stewart Penfound, TA/B/C Registrar, Barrie Jones, TF Registrar and TD/F Technical Adviser, Eric Worpe TB/C Technical Adviser, Roger Furneaux TA/B/C Technical Adviser and our webmaster Chris Sundt, who continued as a co-opted member, when he retired as secretary, all of whom work ceaselessly on your behalf to ensure the continuation of the service we provide.

I should also thank our President, Mike Lugg for his support, advice and friendship during what was, at least at first, a quite challenging period for the Register.

Finally, I am looking forward to working with our new Chairman, assuming he is elected unopposed, as your vice chairman for a year to ease his initial term. I think that is enough from me apart from to urge you to attend the Rebuild in March and to welcome your new committee at our AGM.

Best wishes  
Geoff Matthews

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**EDITORIAL**

The January edition once more, and the old cliché of “where does time go these days” is more than relevant.

As widely reported we have decided to continue publication of this quarterly news bulletin if only to maintain the tradition of the written word for those who have still managed to avoid being dragged into the modern world of electronic wizardry and computerisation and for which there is no known cure!

The usual T Type events and gatherings are being lined up and organised as we go to press, the latest up to date details are to found in the text later.

At the AGM following Rebuild in March we will have elected a new Chairman of the T Register and re-elected as many of the committee that choose to stand for another year and do not forget there is always room and opportunity for others to come forward and join in the fun and steer the Register forward.

Last year at this time I was deep into sorting out the TF gearbox problem now suitably and successfully resolved, there is a slight oil leak apparent on the offside rear wheel so that needs to be seen to but the concrete garage floor looks cold and is not very inviting, so I will stay in the office and continue scribbling these words.

The latest issue that may affect us all this year is the question of annual or periodic inspection and testing of older vehicles. There has been adequate comment and debate in the motoring journals and whatever your views are on this matter it would now seem that as usual it is a matter of time before someone somewhere makes a decision, we await with interest

Having elected to continue these pages it is of course extremely important to source interesting articles and newsworthy items and I will make the somewhat age old plea that all of you must never fail to miss any opportunity to seek out such stories, articles or anecdotes and do get in touch, the pen is poised.

As Geoff has said in his final words as Chairman, there is much activity behind the scenes to get to grips with the communication issue and steps are being taken to resolve this issue, a most important aspect is to update the T Register website to enable this to become the focal point of access to the MGCC T Register.

In finishing I must say a big note of thanks to Geoff and of course Annie for looking after our interests and getting us through a particular difficult period in the early days of my tenure as your Editor, we were both very much new boys but the journey was worth it.

Cheers for now, see you all at Rebuild

John W



## Cover story

Having thoroughly, yet unashamedly, flogged to death the unique anniversary last year of the birth of the T types and the coming of the TA, time to reflect and consider one of the other gems of creation from Abingdon.

With peacetime restored and the threat of obliteration fast receding, in 1945 the MG guys came swiftly back to the business of building cars and without too much delay the 'new model' TC was rolling off the production lines.

On the front cover of this edition you will see a splendid example of how a TC should look. This is the car which belongs to the T Register Regalia Manager Barry Knight and his wife Glenys our Treasurer.

### UMG 53

One of the last TC's produced in late October 1949 it was delivered to its first owner on 1<sup>st</sup> November of that year. The new owner was Roy Maudsley who at the time was a consultant accident and orthopaedic surgeon and having qualified in 1942 he joined the RAF Medical Service which will have undoubtedly spurned his interest in MG's.

Prior to 2005, the car was last on the road in 1965 imagine 40 years languishing in garage or sheds awaiting for someone like me to happen along.

I bought it as a box of bits in 1998, as always from someone who knew someone, but after all that time I was pleased to discover that the car was substantially complete apart from anything that mice didn't like to eat! The engine had even been rebuilt but that was when the work had stopped and finally after a rebuild lasting 7 years the car was ready for Silverstone in 2005.

Barry Knight January 2017

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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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## 2017 and this year's forthcoming events.....

**MG International Show & Spares Day  
Sunday 19th February 2017 at the National  
Agricultural Centre Stoneleigh  
Warwickshire CV8 2LG**

The Register will be there of course in the same location as last year, where there will ample space for the sale of regalia and you are all encouraged to bring along those unwanted priceless spares and T type parts to be traded on a Bring and Buy basis. Should you wish to bring any such items for sale just clearly label ownership, contact details and the price required and deliver them to the stall soon after opening. Go on line at [mgandtriumphsparesday.co.uk](http://mgandtriumphsparesday.co.uk) for pre entry tickets at a reduced price which also saves you queuing on the day. More details or information contact Barry Knight on 01252 875740

**The 37<sup>th</sup> T Register Rebuild Seminars  
Saturday March 25th at the British Motor  
Museum Gaydon Warwickshire CV35 0BJ**

This year will see another series of lectures which we feel will be rewarding, interesting and reliably informative and also a chance to meet and talk T Types, indulge in refreshment and maybe even grab a moment or two to peruse the vast array of motoring memorabilia on display in the Heritage Museum.

The subjects resourced for your very indulgence and entertainment will be; subject to final confirmation, the XPAG cooling system by that imminent man of knowledge Eric Worpe, T types and others trim and upholstery, a notable period of T Type history by a T legend from the States and a question

and answers forum at the end of the lectures just prior to the AGM.

Finally and of most importance, your opportunity to attend the **T Register AGM**, hear reports from the officers and register your approval of the election of committee members for the coming year and of course the election of the new chairman of the T Register.

**..... so don't delay, book today, the application form is at the end of this article.**

## Continental Tour The Ardennes

**T Types to the Ardennes 12 – 16 May 2017  
Bill and Sally Silcock are organising a  
Spring Continental Tour for you to the  
Ardennes.**

**There is still just about time left to book.**

They have provisionally booked all the rooms in the Castel les Sorbiers ([www.castellessorbiers.be](http://www.castellessorbiers.be)) 10 miles south of Dinant in the Belgian Ardennes for four nights from 12 – 16 May 2017. They have one single room and 29 double/twin rooms, so the absolute maximum is 30 cars including the organisers.



Since the nearest alternative places to eat are at least ten minutes' drive away along a narrow, twisting road, all evening meals will be taken at the hotel, including a gala dinner on the last night.

The prices are 300€ per person in a double/twin room, and 408€ per person in a single room, for four nights' half board. In addition there will be a city tax of 1€ per person per night. Up to three rooms, including the single room, will be available for single occupancy at 300€ per person which will be on a first come first served basis. An additional charge of 20€ per person will be made for special menus on the first and last night (the Découverte menu on the first night and the Castel menu for the gala dinner).

The hotel requires a 30% deposit by the beginning of December 2016 which equates to about £90. The balance would be payable direct to the hotel on departure.

The nearest ports are Calais, Dunkirk, Zeebrugge and Hook of Holland – the hotel is about the same distance from all of them. As usual, those going on the tour will need to organise their own ferry or Eurotunnel booking.

There are a number of scenic routes in the area and there are also lots of places worth visiting, including particularly good caves at Han sur Lesse, a micro-brewery near the hotel and a castle at Bouillon.

As is the tradition on our continental tours, there won't be any set routes or timetables, but we will provide lots of information about the area and the routes compiled in 2008 and will be updated and be available to anyone who wants to use them.

Please e-mail Sally Silcock at [treg.sec@virginmedia.com](mailto:treg.sec@virginmedia.com) or telephone 01525 750468 to express your interest in this

trip. If phoning, please leave contact details (preferably an e-mail address) so that they can contact you when necessary.

## **Bill and Sally Silcock**

### **MG Live Silverstone Saturday 17<sup>th</sup> and Sunday 18<sup>th</sup> June 2017**

Already promulgated the annual **MG LIVE** date at Silverstone has been announced as 17<sup>th</sup> and 18<sup>th</sup> June and as usual the T Register will be there in force with our stand in the main marquee, a Specials display and the Saturday evening natter in the paddock and of course designated parking for all T Types on both days. As reported by the MGCC Chairman in Safety Fast in December there has been much deliberation on the future of this venue but for the time being in 2017 there will still be a combined race meeting programme together with improved central area features and attractions, so watch for further details.

### **The T Party**

The annual T Party has become a very popular event again over the last few years and we have been pleased to be a part of different pageants and gatherings where cars and planes have been a feature.

Last year we went to the Flywheel Festival at Bicester Heritage Centre and had a very successful day.

Well, we had planned to hold the annual T Party at the same venue again this year but it has proved to be a non starter and the Shuttleworth Museum **are not** holding a Wheels and Wings event in 2017.



The Formula 1 schedule was unexpectedly altered and the consequences of the F1 changes had a domino effect on the Goodwood Festival of Speed altering their event date so as not to clash with the British Grand Prix. This put it on the same date as the Flywheel Festival, who in turn changed the date of their event to 24-25 June, the weekend after MG Live, which we thought was too close for two of our major events.

Therefore we are investigating holding the T Party at the Chateau Impney Hill Climb event at Droitwich on 9 July. People who have attended this event in previous years give it glowing reports and there are lots of things to see which appeal to the slightly-less T Type committed.

We should be able to finalise the details shortly, all further information will be reported as soon as the final arrangements are made, look out for press release in Safety Fast and the T Register Newsletter on line.

## **The Autumn Tour**

### **2017 Autumn Tour to Lakes and Dales**



This year's Autumn Tour sees us once more heading up north to the Lakes and Dales borders. Organised by Grant and Barbara Humphreys, it is understood that there are still 4 rooms available so if you want to go do not hesitate and contact The Shap Wells Hotel Penrith, on 01931 716628, the dates are 1<sup>st</sup> to 4<sup>th</sup> September 2017 and mention the MGCC T Register upon booking.

**Then when you have secured your place it is most important that you contact Grant or Barbara and give them your details for receipt of all further correspondence:** email [grant.chumphreys@btinternet.com](mailto:grant.chumphreys@btinternet.com) or telephone 01253 810288

The price for the 3 nights is £288 for a double bedded room on a dinner bed & breakfast basis.

The Saturday run will venture into the western Yorkshire Dales via the picturesque Eden Valley taking in a variety of 'driving' roads, places of interest and coffee and lunch stops.

The Sunday run will take us into the Lake District with its spectacular scenery and places of interest and maybe a Lakeland pass as part of the route.



## and T Register AGM

Saturday 25th March 2017

British Motor Museum, Gaydon, Warwickshire  
CV35 0BJ

## Application Form

I wish to apply for ..... place(s) at the  
T Register Rebuild 2017 Conference:



Name: .....

MGCC membership No: .....

Address: .....

Postcode: ..... Phone: ..... email: .....

\*Next-Gen\* Relative/Future owner (names): .....

Special Requirements: .....

Catering:  
I will/will not require Bacon Roll breakfast snack on arrival  
^Dietary preferences/constraints (eg. Veg; Vegan etc.)

(^ We will attempt to cater for any special requirements, but availability cannot be guaranteed)

Your T Type Model(s): .....

Other MGs?: .....

Fees (inclusive of VAT)  
MGCC/T-Register Members: £40.00 \*Non Members : £42.00  
\*Next Gen\* Relative/Future Owner (Accompanying a full Member): £30.00\*  
(\* This rate also applicable for Authorised Helpers and Administrators.)  
Fees include all refreshments, lunch, and access to the Heritage Centre displays until 4.30pm

Payment  
I enclose cheque for £ ..... payable to: 'MG Car Club -T-Register'  
Please remit, with this signed form, to the Bookings Administrator:-  
Bary Knight, 26 Hillfield, Yateley, Hants. GU46 6XP  
Tel: 01262 875740 email: [barklen@ntkworl.com](mailto:barklen@ntkworl.com)

Signed ..... Date .....

More details of the Programme at <http://www.mgcc.co.uk/t-register/2017-events/>

The information/ materials imparted by Presenters at REBUILD is provided in good faith, but without warranty, explicit or implied. The MG Car Club, T-Register, its Officials, Presenters & Organisers accept no liability for any actions subsequently taken by attendees based on that information or materials Always seek advice from a competent person before undertaking repairs/ modifications which could affect the safety of yourself and your vehicle. The Organisers reserve the right to alter the programme, if necessary, due to unforeseen circumstances.





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You will recall that in the January 2017 MGCC T Register Safety Fast notes that I reminisced about the birth of the TA and one car in particular now owned by Andy King.

Following that article, Andy and Angie King have sent me a further dossier of information that they have amassed particularly in the early years just before the war. Many thanks to Angie for sharing this with us.

TA 0275 started life on 2<sup>nd</sup> July 1936 with engine number MPJG 515 and when it was bequeathed to the press team taking it on the Continental Tour that year it was christened with registration number **JB 9447** and like now the livery was black.

Upon return from the tour the car was still owned and registered to the MG Car Club and as reported in the earlier article it was the one that was handed to the Autocar in September 1936 for purposes of carrying out the Road Test.

Continuing on its illustrious early career it was in the news again when a certain Mr. F.L.M. Harris, General Secretary of the MG Car Club, reported in the "Sports Car" of May 1937 of a great trip he enjoyed journeying to Blackpool to discuss the programme for the Lancashire Automobile Club Rally.

In the same edition he describes another very cheerful outing with none other than a Mr. John Thornley, the MG Service Manager in a T Series Midget with a Marshall blower giving it a 6lbs supercharge. The blower installation was of an experimental nature and the experts at the factory were deliberately punishing the car around the country to see how it stood up to the racket!

Thornley was asked if the factory gave its blessing to the blowing of the T series and he replied the answer would be provided when the car had covered sufficient mileage and at Abingdon they liked 20,000 miles to be covered before they would express an opinion.

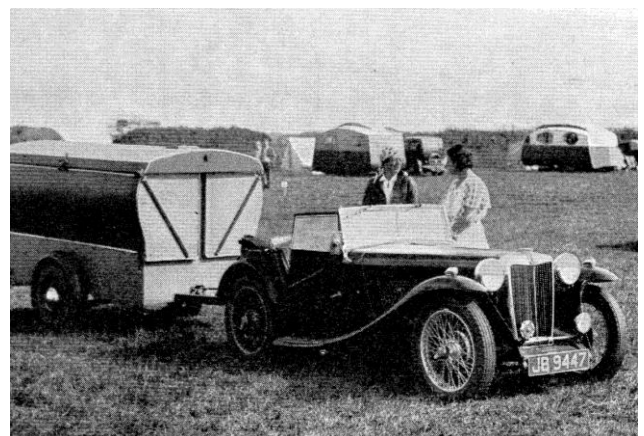
They were on their way to complete arrangements for the Abingdon Trial and the series T Midget that competed was certainly given every opportunity to reveal any weaknesses it possessed and The Best Performance award was given to G B Hall in his 'all standard' T Model.

Still owned by the MG Car Company, it was loaned to R A Macdermid who was team captain of the Works supported "Musketeeer" trials team cars and entered in the Torquay Trial and Rally on July 16<sup>th</sup> and 17<sup>th</sup> 1937 as entry number 37. At this point the engine had been supercharged and Macdermid gained a commendable Bronze Award.



And then in 1937.....

After a visit to the Paris Motor Show in October, the very same F.L.M. Harris tells us that he has been swooping about in a supercharged T series Midget which over a period of 700 miles has averaged approximately 21 mpg with a performance from the usual speed of 80 mph up to nearly 90 mph with a marked improvement in acceleration.



Within this distance travelled, about 200 miles were towing a folding caravan which obviously did not materially affect its performance.

The car went on to be extensively used in trials events in the period 1937 to 1939 and then in the post war years by John O H Siddall who was the Secretary of the MGCC South West Centre. By now it had cycle wings, oversize rear tyres and distinctly sported a Supermarine S6B sea plane mascot on the radiator cap. Many will recall that this was the aeroplane that won the Schneider Trophy and went on to become the iconic Spitfire of WW11



Siddall put up a particularly fine performance, losing the premier award 'The C.M.I Banana', to D E Harris, also in a T Midget, by one fifth of a second but it should be noted he was driving an unblown car.

**At the Winwood Cup Trial 27<sup>th</sup> February 1938 organised by the Berkhamsted CC**

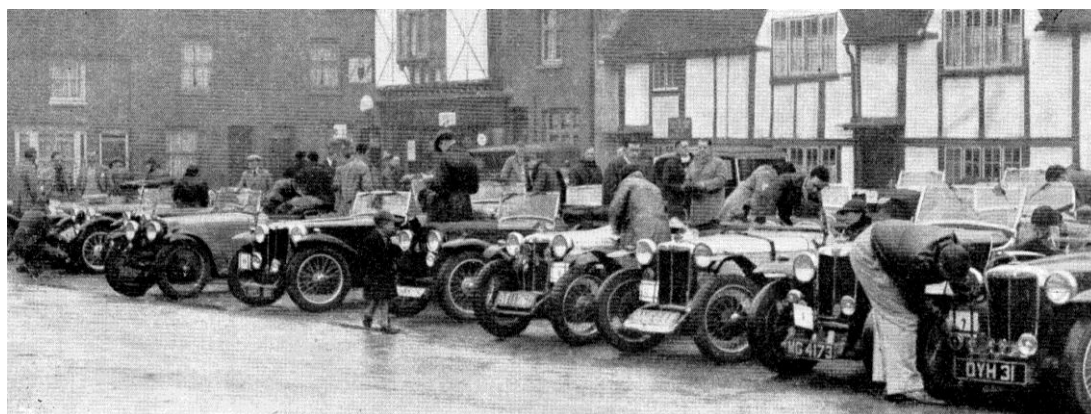
**Note the mascot on the radiator**



**The 1938 Chilterns Trial 23<sup>rd</sup> January**


The Annual Chilterns Trial was restricted to MGCC members only driving MG cars and this year attracted 54 entries.

This year the team prize went to the S W Centre headed by John Siddall the Centre Secretary driving a blown T Series Midget.




*At the start of the Chilterns Trial at Marlow where over fifty M.G. cars assembled.*







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