



# 'T'REGISTER NEWS

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

**NO. 26 APRIL 2017**



**DAVID WARDELL'S IMMACULATE TF**

## **A Message from the Chairman of the MG Car Club 'T' Register – Ian Palmer**

Hello T Typers!

I was pleased to be elected as your new Chairman at the recent AGM which was held to coincide with Rebuild at Gaydon in March. I took over from Geoff Matthews who has done a fantastic job as Chairman over the past 6 years. He has left a very motivated and experienced committee and it is a privilege for me to join them.

For those who do not know me I am the proud owner of a red 1947 TC which I have owned since 2003 and in which I cover 2-3,000 miles a year going to events and touring Devon, Dorset & Somerset. I am fortunate to be a semi-retired Chartered surveyor, and more fortunate to live in Devon!

T Types engenders a great enthusiasm in those that own, drive and maintain them, and they are always popular with those who see us out and about. I have met quite a few owners since buying my TC, and I am impressed with the number of people who have had their car since they were a student as their first car, and still enjoying it out on the road 40+ years later! Many have carried out a restoration over many years and are now enjoying the fruits of their labour. Others like me have always wanted one, and bought one at the first opportunity once the immediate demands of family life have reduced.

The T Type is still a very practical car to drive on today's roads, and keeps up with the traffic on all but some motorways. Parts and information on maintenance and restoration are readily available, and it is your choice whether you prefer your car to be original in every respect and look exactly as it left Abingdon all those years ago, or whether you want to adapt and improve it to suit your own requirements. All are most welcome at all events and contribute to the variety on display and prompt debate among owners.

For myself, I am content that my TC is quite reliable and tend to spend my money keeping it on the road. There is a bit of work needed to the paint and interior which will be done some time, but as it has needed doing since I bought the car it may have to wait a bit longer!

I look forward to meeting you and catching up with old friends at future events. There is a varied schedule of events coming up, starting with the T Register trip to the Ardennes organised by Bill and Sally Sillcock in May; with a large T Register presence at MG Live at Silverstone on June 17<sup>th</sup> / 18<sup>th</sup>; our T Party at the Chateau Impney Hill climb near Droitwich on July 9<sup>th</sup>; and our Autumn Tour on September 1<sup>st</sup> – 3<sup>rd</sup> touring the Lakes and Yorkshire Dales.

When elected I was asked to outline my plans for the T Register. As I believe that it is currently working well, thanks to the existing committee I do not think that much change is required. The committee works hard to organise events for members, and to keep everyone informed as to what is going on via the emailed monthly T Register Newsletter, quarterly T Register News, and regular features in Safety Fast. To ensure that you receive the latest news please make sure that we have your email address. This can be provided online via <http://www.mgcc.co.uk/t-register/newsletter/> or if you prefer by phone or post to any committee member. If you have any suggestions for events that you would like to attend or any other thoughts to improve things we would be delighted to hear from you.

Best wishes

Ian Palmer

**APRIL 2017**

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## **EDITORIAL**

The April edition already and two T Register events have been and gone, the stand at Stoneleigh MG Spares day was quite busy and sales of spares and regalia was brisk in the early part of the day. The important thing was that the MGCC T register was there even the main club and the MG Owners Club had decided not to support this event this year.

Another very successful and enjoyable Rebuild programme took place at the end of March, a slightly different format which seemed to go down very well.

The most important part of the AGM which followed, was to elect and welcome our new T Register Chairman Ian Palmer, his opening message you will already have read above. I am sure Ian will be a very approachable and conscientious chairman following in the footsteps of Geoff Matthews who served us so well for 6 years.

Next up is Silverstone with all the regular features although we are promised a different layout and format this time so come along and see.

Much happening this year with organising a T Party but all is in place, follow the instructions in the Newsletter and as described later in this edition.

The Autumn Tour to the Lakes and Dales is well advanced and would you believe plans are already afoot to take us to the Guildford area for 2018, more about this next time.

You will have gathered that there is quite a lot of activity by the committee on the IT website front. We now have in place a new micro site and a revamped main club site, you can still log onto [register.org](http://register.org) which is the main club site or we are developing our own website [www.mgcc.co.uk/t-register](http://www.mgcc.co.uk/t-register) for the most up to the minute information on events and activities.

There is still a lot of interest in buying and selling T Types, any number of enquiries about past history and owners are regularly coming in from all quarters and it is pleasing to see that T Types are still sought to be driven and not being condemned to museums and collections never to be seen and about out on the road again.

Cheers for now see you all at Silverstone

John W



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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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## Cover story

### TF10027, 911 EMV

David Wardell

I don't think there is anything unusual about my TF, nor about its history - but maybe owning the same car for 47 years may say something unusual about me. It has followed the usual path of being used hard during its early years, being a bit dilapidated by the late 1960s, then bought as a cheap sports car by me in 1970 to use as an everyday car.

It was put on the back burner when my son arrived, then suffered an attempted restoration that never really happened over a period of 25 years. I'm still not sure how I managed to keep it, and my wife really can't believe we still have it all these years later.

And then suddenly you realise you are getting older with frightening speed and in theory your children have stopped spending your money and you look at the pile of bits in the garage and vaguely wonder what you're going to do when you retire.

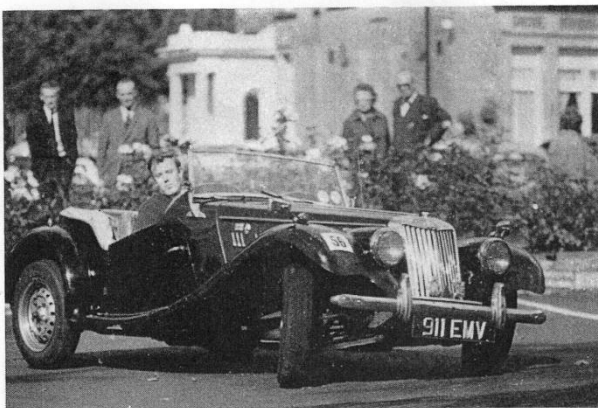
I bought the car in Manchester in 1970 to replace a very dilapidated MGA 1500 that I owned. I didn't really know much about MGs, even though my first car was an MG Y Type (not strictly true, my first car was actually a TR2 - but don't even go there - it was a horrible thing). I just thought, 'it's a 1500, it will go just the same as the MGA'. How naive can you get? I'd no idea about classic MGs, it was just a cheap sports car to me.

The bit that is slightly unusual about my TF is that it is one of the very few original UK market cars. And it's the last but one sold on the UK market, so it's a very late TF - one of the last ever T Types built. It was built on 25 March 1955 and first registered on 10 May 1955 on being sold by University Motors in London - I still have the original dealer's badge. By the Summer of 1955 the much more modern MGA was on sale. 911 EMV is its original Registration Number - 'MV' is a Middlesex registration mark.



I'd come across T Types before when I was a student; one of my university friends was employed by Leyland Motors and was on a thick sandwich degree course at UMIST in Manchester, for those who remember such things. The main thing was, he had money and we didn't. And he had a car, a TC. So I spent quite a bit of time swanning around Manchester in a TC! Incidentally, one of his friends from Leyland Motors went to Leeds University and he had a Morgan three wheeler; he always described the quickest way to stop it was by putting your foot out of the door ...

I have no idea how the car got from London to Manchester, but from 1961 to 1966 it was owned by a Roger Wilson who lived in Marple and who used the car in the MG Car Club's California Cup competitions. The picture shows Roger driving in one of the events.



*With the driving test season now in full swing, here's a flashback to last year's inter-Centre meeting organized by the Midlands Centre. This is R. Wilson with his 'TF' driving for the North-Eastern Centre*



**Outside Roger Wilson's house in Marple in the 1960s.**

Apparently the car was stolen, crashed and written off by the insurers despite the damage not being extensive sometime between 1966 and 1970.

When I restored the car between 2000 and 2003, I found that the chassis was slightly askew - which must have been from the crash - and I'd always wondered about the circular scoring on the front of the radiator.

So I bought the car in 1970 as a cheap sports car not knowing what the car really was. The owner I bought it from was an education inspector from Manchester Education Committee. He'd decided that it was no longer a suitable car in which to roll up to schools. I used it as regular transport until 1978. 4,500 revs at 70mph down the M1 for 150 miles! What's wrong with that? The hood wasn't its best feature. It was fastened down on at one side by means of a piece of string between the hood and the folding windscreen wing nut.



**The car in the 70's, the girlfriend is now my wife.**





**You do get snow in the Pennines. If you look carefully, you can see the dash of the TF covered in snow ... how the instruments worked subsequently is beyond me.**

One memory is of the hood flying off in a snowstorm one winter's night on top of the Pennines - I was a regular traveller between Manchester and Halifax. I just carried on and when I arrived at my girlfriend's house the car was full of snow. My wife remembers holding the hood in place with numb fingers on bitterly cold, windy days. I do remember I always put the hood down when travelling home back to Manchester late at night though.



**Up on the Pennines in the 1970s. I had even longer hair then!**

In 1978 I decided to restore the car as the rear inner wings were rotted through. When I pulled the car apart, I found that the body wood was totally rotten. So I bought a new body ... and then everything stopped. I had good intentions - I even had a double garage built as part of a house extension to enable working on the car in the relative warmth - but nothing happened due to work, mortgage, young son, until 2000 when we moved to Milton Keynes and the 'biggest Meccano kit in the world' (wife's words!) had either to be sold or the car restored.

So I took the crazy financial decision to have it restored by Naylor Bros in Shipley because I knew I'd never complete it myself and in 2003 my TF arrived back at my new home in one piece. My son had never seen it like that before and thought it was very antiquated, but actually when he'd had his first ride in it, couldn't believe how fast it went.

So how do I use it now? Well, it gets used all year round but doesn't do that many miles - about 2000 a year - and in Winter I avoid the UK's wet, dirty, salt-coated roads, but it does get used on fine and cold days. And I'm pleased to say the hood is very rarely used and no longer needs the string to hold it in place. The car is pretty much original - no electronic ignition or 5 speed gearbox - and many of the parts were refurbished during the restoration. The rear axle ratio is the original standard one and on minor roads which I use the gear ratios are perfect; I've not been tempted to install the more exotic 4.55 or 4.3 rear axle ratios.

I have had some engine related problems since the restoration, firstly the car kept cutting out when approaching junctions. It cut out most embarrassingly entering the T Party at Shuttleworth in 2015. The obvious thought was fuel evaporation, closely followed by electrical gremlins, so I bought a succession of coils, condensers et al, installed them, which worked for a time but It turned out the problem was a float chamber needle valve sticking shut, not open as normally happens. A bit of alcohol and cotton bud cleaned the seat of the valve and it has run perfectly since. So I'm not keen on ethanol in fuel.

The second problem was a weeping core plug which was eventually cured by Brown and Gammons. There was actually corrosion around the core plug seats that had to be enlarged to take larger than standard core plugs. And while the engine was in pieces, I took the opportunity to replace bearings, piston rings, clutch plate etc. B&G also replaced the camshaft with one of their own fast road cams and I have to say this camshaft has totally transformed the performance of the car. The engine revs more freely and the car accelerates faster with no loss of smooth tick over. The one thing about it that's a bit weird though is that the rocker clearance is 18 thou and I had to double check with Ron Gammons. Now the camshaft has done a few thousand miles it does not seem noticeably noisier.



Outside Nuffield Place with Peter Neil, the Kimber House archivist, and a visitor who comes every year for a ride in the car.

And the number plate? I keep getting offers for it from Porsche owners ...

**David Wardell**

**April 2017**

## RECENT EVENTS

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

The Register was there of course in the same location as last year, where there was ample space for the sale of regalia and all those unwanted priceless spares and T type parts and business was brisk early on.



**President Mike Lugg was there and below the guy who made it all happen the very hard working organiser Barry Knight**



**Oh and he was also responsible for Rebuild (again) this year!**



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

As has become a standard for the T Register the 2017 Rebuild Seminars took place on Saturday 25<sup>th</sup> March at the British Motor Museum at Gaydon in Warwickshire, for would you believe the 37<sup>th</sup> time!

Over 90 delegates attended on the day and with the weather being kind it encouraged a number of T Types to venture from their winter hibernation and bask in the spring sunshine.



There was a change of format this year in that the organisers elected to present single sessions during the day enabling all the delegates to attend each of the presentations. There had often been a problem in the past whereas certain people wished to attend specific talks but had to make a choice as to which to attend.

As a result there were 4 presentations during the day around breaks for refreshment and a lunch stop.





First on in the morning we were entertained by Tom Wilson from Indiana USA, Tom is a very well known and respected MG enthusiast particularly in the field of TC's but did admit that there was any number of other T types in his stable many in differing stages of rebuild.

Over the last number of years he has carried out an in depth study and research into the people and characters who were the backbone of MG at Abingdon especially in the days leading up to the 2<sup>nd</sup> World War, then through the war years up to the resumption of car production in 1945 and on to 1949 when the beginning of the 'modern' T Types began. These stories and anecdotes were to be the theme of his 2 sessions at the rostrum today at Rebuild.

His highly entertaining talk aided and abetted with pictures and captions was a result of his forays for information in books and archives from all quarters and most importantly from numerous interviews with the men, and women, who worked at Abingdon through those troubled times but who still managed to maintain morale and quality of workmanship which had become synonymous with MG Abingdon.

At the beginning of the conflict there were about 350 personnel employed in refurbishing

tanks salvaged from Dunkirk or North Africa but by 1944 this number had risen to 1500, nearly half of them women, working on the difficult and complicated task of constructing the cockpit and nose sections of the Albermarle bomber in wood and metal.

Next on the block, pun intended, we had our regular contributor Eric Worpe who once more regaled us with his in depth study and research telling us all there is to know about the XPAG cooling system and its foibles and uniqueness. Not many of us can begin to think about such matters as hot water flow and hot spots in various corners and crannies of the block but as usual Eric considers all such matters and passes on the results of his findings to an attentive audience.

After the lunch break and a very presentable chicken korma, it was back to the conference room where Tom Wilson had elected to take on the 'after lunch snooze session' but no fears he once again kept us amused and enthralled as to all the comings and goings in the corridors of power at Morris Motors during the later years of the war which unfortunately led to the downfall and dismissal of Cecil Kimber from MG.

Then on a more practical theme Geoff Thompson from Moto-Build showed us the correct way and sequence to trim out our T Type cockpits. Starting with the seats, of course being very experienced and carrying out hundreds of these jobs he made it all look very simple and proving also that having all the right tools and equipment is essential.

As well as our visiting speaker from the USA we were also honoured to welcome Kenji Matsuoka, the Chairman of Kobe MG Car Club in Japan, so East met West. The Kobe MG Car Club was formed in 1987 and has a membership of about 50 with a wide collective of cars ranging from PA right through to 70's saloons. They meet every 2 months in a hotel in Osaka and the club magazine would you believe is called 'Cream Crackers' however you say it in Japanese!



### **Tom Wilson and Kenji Matsuoka**

Early reports indicate that the delegates who attended this year's Rebuild liked the new format of single sessions and it may well be adopted for the future. Do please let any member of the committee hear your views on this matter and send in suggestions for topics and subjects for presentations which are always eagerly sought.

Finally having quickly re organised the seating, we swiftly moved on to the business of the T Register AGM. Geoff Matthews opened up the proceedings with his long awaited last address as Chairman, his words not mine, having held the post for 6 years he thanked all for contributing and making his time at the helm such an enjoyable experience in spite of the early difficult days and with generous plaudits to the committee members who had greatly assisted in his tenure during this time.



Following reports from the officers and secretaries, all of which confirmed that the Register is in good health both as an organisation and sound in terms of financial status, the most important of task then befell the outgoing Chairman, the election of his successor.





There being only one nomination, Ian Palmer was duly proposed and seconded as the new Chairman of the T Register. In Ian's opening address he announced his intentions to

continue in the good works that had been successfully employed in previous years, no planned or major radical changes and as all good T Types know, the motto is "if it ain't broke, don't fix it"

## **FORTHCOMING EVENTS**

### **Continental Tour The Ardennes**

**T Types to the Ardennes 12 – 16 May 2017  
Bill and Sally Silcock have organised a  
Spring Continental Tour to the Ardennes.**

Those of you that have booked this tour will have been advised of a change of venue. For no explicable reason the hotel which was booked announced that they had ceased trading and so Bill and Sally jumped in their motor and roared off to the Ardennes to seek alternative accommodation.

They succeeded in booking the party into a similar hostelry with adequate facilities and comparable costs so all is well, no doubt after reading this edition it will be out into the garage to finish fettling the car and working out how the luggage will fit in again.

Hopefully a full report and pictures will be available for the next edition of TRN



## **Silverstone MG Live 2017**

This year we had early confirmation that the annual **MG LIVE** date at Silverstone would be **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 entry forms have been well promoted in Safety Fast so no excuse not to be there and promise this year the weather will be scrumptious

## **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 due to dates and the Shuttleworth Museum are not holding a Wheels and Wings event in 2017.

So searching around we were recommended to consider a sporting event that we had not yet visited but those who had gave glowing reports and in consequence after much deliberating and negotiation, the T Party will be held .....



### .....on Sunday July 9<sup>th</sup> at the Chateau Impney Hill Climb near Droitwich WR9 0BN

In the 1950s and 1960s, the Chateau, now a hotel hosted the Chateau Impney Hill Climb speed trials. The first event took place in 1957, and the original course was 550 yards long. The event attracted some of the biggest motorsport personalities of the day, including Tony Marsh, Phil Scragg and David Good, who was the inaugural winner of the event and despite only having one arm, completed the course in just 24.64 seconds.

On 4 December 2013, the hotel held a gala to celebrate the original speed trials, and to gauge public interest in the potential return of the hill climb. The event was a success, drawing in over 1,000 attendees and the inaugural revival event took place in July 2015.

There is now a 1000 yard technical hillclimb with classic sports and racing cars built before 1968 with many pre-war classes taking part, an open paddock, a concours d'elegance and a vintage funfair for you to enjoy and complete with dedicated parking for T Register members.

We will be attending as part of their Associated Clubs scheme and the cost will be £22.50 per person. **To apply for discounted tickets** you will need the T Register's own offer code and then visit their official website, contact David Wardell 01908 990741 to obtain the code quoting your MGCC membership number or go on the T Register website [www.mgcc.co.uk/t-register](http://www.mgcc.co.uk/t-register).

On the Chateau Impney website choose the Sunday ticket and then on the next screen where it says '**Select Ticket Type**' enter the code **before** you select the ticket type.

On the next screen enter the number of tickets you want next to 'Promotions and Special Offers' and then click '**Find Tickets**'. Note that the offer code will also work on the Weekend ticket option as well should you wish to spend Saturday and Sunday there, and reserved parking for T Register cars will be available on both days. You can print your tickets yourself or for an extra charge have them posted to you. The offer code will only apply to MG Car Club T Register members and will be published in the monthly email Newsletter up to and including the July issue. For any other queries about the event contact Alan Wakefield on 01932 873170.

### 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, there may still be rooms available so if you want to go 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 if 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 route planning is well advanced and there is promise of some spectacular views and scenery to behold in the 2 day tours and not forgetting of course talking about it at dinner.





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## Two Sites of the Cherry

### Peter Moller rediscovers his father's TD

This journey started in September 2016 with a small black-and-white picture of a very strange building perched on stilts in a forest which appeared to have a lot of grass on its roof! Parked next to the building is a MG TD. Standing by the stilts of the building is my mother. It is the summer of 1954 and she and my father, Kris Moller (at that time not yet married) were on a motoring holiday in Norway. The picture is part of an album which my mother kept of her early life and which now surfaced after a spring clean of my parents' house in Wiltshire.



Cherry in Norway in 1954

The car's number plate, RUA 425, is clearly visible in the picture and my sister Jane wondered if the car was still on the road. A quick Google search pointed her to the DVLA site which confirmed that the car was indeed taxed and MOT'd.

My father bought the car on 23 April 1953. At the time he was already driving an MG TC. But passing an MG show room he saw the new TD model and knew immediately he needed an upgrade! By the beginning of 1956 my parents decided to start a family and whilst the TD had many things going for it at the time, a people carrier it certainly was not! Over the following five years they had four children, so it proved to be a sensible decision.

60 years later in 2016 my father was obviously excited about the possibility of being reunited with 'Cherry' as the car was nicknamed. Jane's next step was to find out if there was an MG owners club that might reveal Cherry's current owner. She soon discovered the MGCC T Register and after a few emails her contact details were given to someone called Peter Barrell.

Peter bought the car in 1967 and used it as every day transport until 1970 when it was taken off the road for some major bodywork repairs including replacing some of the ash frame members and fitting a new aluminium skin to the body tub. In 1978 Peter started a project to strip the car to its bare chassis and start a ground up restoration. Little did he know at the time that this project would take some 33 years and that the car would not be finally returned to the road until November 2011! During this time a completely new ash body frame and steel skin were fabricated to original specification. All aspects of the vehicle were restored or, when this was not possible, replaced.



**It really was a ground up restoration!**



**New ash body frame fitted**

Having established contact with Peter the idea was to reunite the current and first owners of this beautiful car. Unfortunately, at 93 years of age, my father is no longer as mobile as he would like and taking him to the car (from Chippenham, Wiltshire to Horley, Surrey) was not possible. And given the time of year Peter did not fancy making the trip in the car itself.



Thankfully, we live in an age of amazing communication technology and an alternative plan was made for me to see the car in Surrey and then FaceTime my father for the reunion.

When I turned up at Peter's house on a warm and sunny February day I knew little of the work he had put in to the car. My expectations of the condition a convertible British sports car would be in after 64 consecutive British winters were not high! So when I saw Cherry I was completely taken aback. She looked absolutely stunning. Indeed if someone had told me she had just been built the day before I would have believed them.



**Cherry now in stunning condition**



**Cherry with current owner Peter Barrell**

I was similarly surprised when we went for a quick spin - decent acceleration, tidy round the bends and a wonderful exhaust note!



**Author Peter Moller enjoys a spin round the block**


I then FaceTimed my father and he and Peter spent some time sharing stories about the car they had both fallen in love with.




**Kris Moller reunited with Cherry after 60 years**


My thanks go to the T Register for putting us in touch with Peter Barrell and of course to Peter himself for hosting my visit and spending 33 years to make sure Cherry looked so good for the reunion! We do still have hopes for a face-to-face reunion when the weather has improved so my father and Peter can meet in person and share more stories.

**Peter Moller    April 2017**





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Mike (with TD) & Paul (with MGA) outside our Ipswich premises

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