



# 'T' REGISTER NEWS

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

**NO. 27 JULY 2017**



**Nick Thompson with his incredible Dick Jacobs Special**

**Silverstone 2017**

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

Well as I write this we are right in the middle of our season. We have enjoyed a really hot and sunny 2 days at Silverstone with plenty of racing and entertainment, and a most enjoyable day at Chateau Impney for our 'T' Party. It was great to meet up with so many old friends and to meet new. I was very impressed with the quality and diversity of the cars on display, both tourers and specials. Reports on both these well attended events are included elsewhere in this edition of TRN.

I hope that you are taking advantage of the summer sunshine to get out and about in your 'T'. Having had a rather tedious period over winter when my TC had fuel problems it is running much better and a pleasure to drive again. Just as well really as the events are a bit further afield this year!

There remains a great interest and affection for our little cars which doubtless you will have experienced out on the road. Once you have been smitten the interest stays with you! This is reflected in the new book by Mike Sherrell 'TCs Forever–More' which is a very good read and brings things up to date since the original was published back in 1990.

You may also have a copy of 'Original MG T Series' produced in 1989 by Anders Clausager. In a recent conversation at Silverstone he mentioned that he was considering a new and revised edition of this book, and I offered to put owners of such cars in touch with him. If you have a car that is original it would be great to hear from you and I will put you in touch with Anders.

We are looking forward to the Autumn Tour at the beginning of September, which this year is based at Shap near Kendal, and to spending a couple of days socialising and touring parts of the Lake District and Yorkshire Dales. This

is almost fully subscribed, but Grant & Barbara Humphries who are organising the tour may be able to accommodate a few more if you are quick as noted elsewhere in TRN.

I hope that you have a great summer in your car and look forward to meeting up with some of you on the Autumn Tour.

Do keep up to date with events that may interest you. These are featured in the quarterly T Register News, monthly Newsletter together with our Facebook page and website. As ever if you feel that there is something that you would like to see or do, please get in touch.

Best wishes

Ian Palmer

## **JULY 2017**

### **TABLE OF CONTENTS**

<b>Page</b>	<b>2</b>	<b>A message from the Chairman</b>	<b>Ian Palmer</b>
<b>Page</b>	<b>2</b>	<b>The Editorial</b>	<b>John Ward</b>
<b>Page</b>	<b>4</b>	<b>Cover Story The Dick Jacobs Special</b>	<b>Nick Thompson</b>
<b>Page</b>	<b>6</b>	<b>Recent Events</b>	<b>John Ward</b>
<b>Page</b>	<b>11</b>	<b>Forthcoming Events</b>	<b>John Ward</b>
<b>Page</b>	<b>13</b>	<b>Bits &amp; pieces</b>	<b>John Ward</b>
<b>Page</b>	<b>14</b>	<b>The T Register Committee</b>	

## EDITORIAL

Since last time two more important events in the T Register calendar are now history and for this year, only the Autumn Tour is on the agenda. For many years it has been the practice not to have any activities in August. Traditionally perhaps due to commitments to family holidays and school holidays but now one feels that this does not apply to the majority of T Types and maybe we should consider a high summer venue to bridge the gap, after all it is a long winter. Ideas and suggestions I am sure would be welcomed by the committee for debate and action next year.

Your new enthusiastic chairman Ian Palmer has now settled in and has been very active at all our recent events and seems to be relishing his tenure of this prestigious post.

Personally looking forward to going up north on the Autumn Tour, will take two or three days leisurely trundling the 300 odd miles in the TF on B roads, if they still exist! I have no doubt that Grant and Barbara have researched some challenging routes for us in the Lakes - must check and service the brakes before we leave.

Lots of news and T activity on line on the revamped website and facebook pages, it is absolutely amazing to see the worldwide appeal on everything MG, a total phenomenon when you consider the humble beginnings of a little British sportscar all those years ago.

Cheers till next time.

John W

# BROWN & GAMMONS

## Investing in keeping MGs on the road

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

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

We do stock a comprehensive range for all T Series aiming to keep the cars on the road and working as they should. Whether it be mechanical, body or trim we will make every endeavour to help. Our workshops are fully experienced in all MGs but particularly T Series with many total rebuilds to our credit over the past 36+ years of our business. Whether it be a rebuild or just a part or technical advice, contact us.

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!



MG TA, TB, TC  
or MG TD/TF  
PARTS CATALOGUES

UK - £2.50,  
Europe - £3.50,  
ROW - £5.00



Or why not browse our catalogues online



- ★ Car sales
- ★ Servicing & MoTs
- ★ Bodywork
- ★ Paintwork
- ★ Full or part restorations

Serving MG T-Type owners for over 35 years

Parts Sales, Car Sales, Workshop & enquiries

Tel: **01462 490049**

Fax: 01462 896167 • sales@ukmgparts.com  
18 High Street, Baldock, Herts, SG7 6AS

Visitors welcome

**ORDER ON-LINE**

[www.ukmgparts.com](http://www.ukmgparts.com)

Full search facility • Totally secure

## COVER STORY

This year Hull achieved the status of the UK City of Culture based upon its past achievements defined as a city coming out of the shadows.

.....so here is a story reminiscent of the kind and character of the people who were born and bred there and still reside there.

Some of you may recall in Safety Fast a few years ago an article about a T Type Special created from a TA by the illustrious racing character Dick Jacobs.

At Silverstone this year that same car owned by Nick Thompson was in the T Type Specials marquee and after a long chat with him, I thought we would resurrect a part of his story.

### CS 7695

Back in 1965 as a 19 year old I spotted an MGTA for sale locally and upon seeing it I realised it was not a standard MG but that was all I knew about it.

The owner said it was a modified lightweight car and he thought it had been used in the Brighton Speed trials and it would go over 65mph. Not convinced I said I would think about it but the next day he rang me and said he was emigrating the next day (some sales pitch eh!) and that I could have it for £45 so on 21<sup>st</sup> May 1965 CS 7695 became mine.

The car was very narrow with cycle wings on all 4 wheels and a hand-made exhaust manifold with 4 pipes exiting through the bonnet side then under the driver door and straight through to the rear.

With a few adjustments, welding, tuning and the making of a new exhaust the car performed quite well, it had to because it was my only means of transport in them days.

Various problems and escapades that year, two holidays to Cornwall lots of bits repaired replaced or patched up and endless tales of

running repairs and breakdowns but we always got it home.

In 1967 I took the car off the road for a partial stripdown and rebuild but inevitably the stripdown became almost total. I then got married and although I wanted to get the car back on the road I did not have the time or the money.

I did however make sure that the car and the registration remained in my possession with the DVLA. The story then moves on to September 2010, when I received a note from the DVLA enclosing an open letter from an Australian who had been searching for my car with a view to purchase.

I rang the DVLA who gave me his name and his email address. I emailed him and since then we have been in regular contact and I now class Lachlan Kinnear as a good friend.

The story was that he had a copy of the book 'An MG Experience' by Dick Jacobs in which Chapter 3 is entitled "The First Special – CS7695" which gives the full history of the car including much of its competition history. Dick Jacobs describes the first time out at the Goodwood International Easter Monday meeting when from the drop of the flag he was delighted to be leading for the first 3 laps of this 5 lap race only to be overtaken on the last lap by none other than Stirling Moss, so he finished a very creditable second.

Now fired up with this latest development I decided the time had come to do the long awaited rebuild. I chose to reconstruct the car to finish up just as it was in 1949 and set about in earnest to achieve this. First task was to reroof the garage which was built in 1980 around the basic chassis of the TA in place.

So in effect the rebuild commenced in January 2011, the result of which you see today.

Nick Thompson July 2017

## RECENT EVENTS

### T Types to the Ardennes 12 – 16 May 2017

Bill and Sally Silcock organised a Spring Continental Tour to the Ardennes. Sally has kindly told us all about it.



I was navigating for our President Mike Lugg on the last afternoon of the event when we both smelt petrol. Mike pulled off the main road at the first opportunity, and discovered that he had lost the banjo bolt from one of his TC's carburettors – no wonder we could smell petrol. Bill and I went back two or three miles to see if we could find the bolt, but couldn't, which wasn't surprising.

When we got back to the TC, Mike was deep in conversation with a gentleman who had appeared from a house just by where we'd parked, and they were trying out the contents of a large biscuit tin full of banjo bolts. Unfortunately none of them fitted, so our new friend disappeared into a large barn, muttering, what turned out to be 'Morris 8'.

We followed him into the barn, which was crammed with dusty, rusty old motorcycles, an 1870 boneshaker bicycle and some old cars, to see our friend's brother emerge from the lower floor holding another banjo bolt, this time from the Morris 8 he apparently had down there.



Unfortunately that didn't fit either, so the next suggestion was 'I have a friend, another old car enthusiast, who doesn't live far away and has a milling machine. I'll ask him if he'll make you a replacement bolt'.

The friend turned out to have only just returned from a classic car tour of Little Switzerland in Normandy – those of you who came to Normandy last year will remember how nice that area is – and was very tired, but was more than willing to make Mike a bolt the following day, which unfortunately was the day we were due to leave.

Then something even more unexpected happened. A man wearing full Lycra cycling kit stopped his bike, asked what the problem was, and then said 'I've got a TC at home.'

“It’s fully restored but not yet registered. I’ll lend you a banjo bolt from it”

So Bill took him - minus his cycle - home and they collected the bolt and brought it back to the TC. Everyone helped fit it, and when the TC started and ran perfectly there was a cheer, followed by handshakes and thanks all round.



Apart from that incident, which involved so many extraordinary coincidences that it was worth re-telling, the event went very well, although we did have the usual crop of minor car problems – most of which were cured on the spot with the help of other participants.

If you’ve been keeping up with the e-newsletter you’ll know that we had an involuntary and last-minute change of hotel, when the one we’d originally booked closed suddenly and unexpectedly. The new hotel, the Castel de Pont à Lesse, was very good, the weather was excellent for T Type motoring, and everyone said they’d enjoyed themselves. We had a number of first-time participants, too, which was particularly pleasing for Bill and myself, and for your committee, since part of the reason for organising these trips abroad is to encourage people to take their T Types a little further than they might otherwise do – help is usually at hand if needed.

The usual format of these events is that everyone does their own thing, so people visited gardens, the town of Dinant close by,

breweries and chocolate factories among other things. The caves at Han sur Lesse on one of our routes were also popular: since we had done some routes for a previous trip to the area, we checked them last year and made them available to participants, and a number of crews used them. The forest track on one route proved popular, with several people remarking that it was smoother than a lot of the Belgian tarmac roads! I must admit that this year the roads were worse than I remember, which may have had something to do with Mike Lugg’s missing banjo bolt.



**Sally Silcock**

**June 2017**

**Advance notice**

Next year it is proposed to return to a favourite place, the hotel in Bollezeele, the trip is for 4 nights from Monday 14<sup>th</sup> May 2018. More details later when confirmation is received from hotel.



The assembled T Types in front of the hotel.

## Silverstone MG Live 2017

Saturday Sunday 17<sup>th</sup> 18<sup>th</sup> June

Well what did we tell you.....the weather was truly scrumptious, for the first time in a long while parasols in lieu of umbrellas!



The sun certainly brought everybody out, by 11 o'clock there were more than 50 T Types parked in our allocated space.



There was a completely new look this year to the layout at Silverstone, the Main MGCC Marquee moved to an area adjacent to the Medical Centre and the Brooklands Grandstand together with the Arena and the T Register Specials marquee. Confusion at first for those regulars who become so accustomed to things the old way. All the traders were in one area together with the food and drink facilities with the Registers occupying the tarmac areas behind the traders as usual.



The new look backdrop to the T Register stand in the main marquee, the poster is available from the T Register website.

The normal programme of events took place on the Saturday, there was a good brisk trade seen at the private vendors stalls in the morning, no doubt many of the trades people had already had a sniff around for early bargains!

No anniversaries or celebrations for T types this year but as always Stewart Penfound and company put together a super display of Specials at the marquee adjacent to the club HQ.



A casualty of the revamped layout was our annual T Register Natter late on the Saturday afternoon. It had always been the practice for the Specials marquee to be sited in the racers paddock where racers and T members mingled for a drink, nibbles and a natter as is the custom. On reflection there was a lack of communication on the re-siting of this event and only 50% of the usual suspects came to seek us out. Better luck next year!

**Some of the guys who found us.....**



However the most exciting piece of T Type news was from the California Cup which is an autotest driving test. We were particularly requested to enter a T Register team of three because the MMM's had already done so and the Register had not entered a team for a number of years. I remember entering this competition in the eighties in our school bus, a Magnette ZA, but got into trouble 'cos I overzealously broke the steering rack and they all had to walk to school for a few days.

Paul Critchley, Brian Goodban and Richard Hirst stepped forward and volunteered and as a result succeeded in carrying off the Register Trophy, congratulations and many thanks to them.



**Paul Critchley putting TD MNE 4 through its paces in the California Cup**



## The T Register T Party

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

The annual T Party has become a very popular event 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 were 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 was held at the Chateau Impney Hill Climb and Speed Trials.

**Alan Wakefield was the main instigator for the Register and organiser on the day and pens an on-site report of the day's proceedings.**

My count was 22 T-types; plus there were some others that got "lost" somewhere else in the park (it was a big area, and lots of various classics were scattered about somewhat randomly).

The Classics area car parking was not well defined and organised and no one seemed to have made any proper arrangements, so I sort of "took over" on behalf of the MG Car Club (not just the Register) and got a number of the A's, B's, Midgets, and V8/RV8s also parked up near the MGCC Club Flag, making it more of a Car Club gathering!

This seemed to have been appreciated by all and we had some MGCC Flags as well as the T-Register ones.



Everybody who came enjoyed the close up action, viewing, free paddock access and walkabout which was accessible only to ticket holders inside the event arena!

However the organisers and especially their parking sub-contractors need to get better organised about how to manage the classics parking area and the groupings of similar vehicles and/or marques which after all is what most car club participants want.

All in all a good day but especially exhausting for some of us due the above and we will not even mention the dust storm problem.



**Jack Taylor's Lotus 6, Chris Pamplin's Dargue MG and Stewart Penfound's Lester MG in the 'paddock'**

Now some views from the other side..... the competitors. Stewart Penfound and James Thacker provide a glimpse of what it is like in the hot seat!

## **Stewart Penfound - Lester MG**

Our cars were not the first XPAG-engined T Register Specials to compete at Chateau Impney (George Cooper ran his Cooper MG there last year) but it was the first time that three of them were entered, the cars being Jack Taylor's Lotus 6, Chris Pamplin's Dargue MG and my own Lester MG.

It was an excellent event, and the entry was the most varied I've ever seen, ranging from Edwardian racing cars to single-seaters, with everything in between, including eight ERAs and us! A dragster even made it up the hill during the lunchtime demonstration runs.

The course itself was at first sight somewhat daunting; very twisty and narrow after the initial straight, and with a blind entry to a roundabout which needed a split-second decision as to which exit to take... There was then a ridiculously tight chicane, followed by a glorious sequence of bends to the finish.

There was much debate amongst us Specials drivers after the practice runs as to which gears to use and when - Jack left it in second all the way up, whilst Chris and I took third along the start straight and past the chateau.

For the first timed run I left it in second, which meant just under a minute screaming along at 6000 revs plus. For the final run I decided to change up to third past the Chateau, but missed it and arrived at the roundabout in neutral, which concentrates the mind a bit. The red mist that came down for the rest of the run meant it was my fastest run of the weekend, but, dammit, it should have been faster...

Chris went missing before his first timed run, having knocked his silencer off going over the ramp onto the aluminium track round the trees before the start line. The start line marshall kindly let him run out of sequence, with the comment that even without a silencer his car was quieter than some of the others! And we

had all been noise tested, too.

In the end Jack was the fastest Special, recording 53.97s on his final run. Chris was next with 54.62s, with me bringing up the rear with 57.07. How quick I would have been I'll only find out if we do it again...

## **James Thacker – Frog eye Sprite**

I thoroughly enjoyed managing to improve a little on each run ending up with a personal best of 46.36 seconds just over a second quicker than last year and fourth in a class of 15 pre 1961 Sports and Sports racing cars up to 2200cc.

I think my improvement was due for a combination of reason including a new engine and having a front O/S damper that worked ! The photos from last year illustrate a handling problem most probably caused by this faulty damper at the fast left hand corner, Raven's Crest.

The Chateau is a bit like a garden party with an historic car event thrown in. It is not part of any championship and there was a large selection of cars from Edwardian through to VSCC and later racing and classic cars up to a cut-off date of 1967 which was the date the first era of events at the Chateau came to an end.

This speed event is very social and low key with perhaps rather more time for meeting people and looking around the paddock than at other events including race meetings. There was a black tie dinner on the Saturday evening with entertainment included in the price of the entry fee.

It was gratifying that a few people came up to me to say they were pleased to see my Sprite, TZA 238 again, recalling the days when its previous well know owner, Alec Poole, made his name in some giant killing exploits in the car against E types ,Cobras, big Healeys etc some 50 years ago. On account of this, Alec became a professional racing driver for BMC winning the British Saloon Car Championship.



**A flavour of the day at Chateau Impney**



# XPAG

## ENGINEERING

www.xpagengineering.co.uk



### T-Type Specialists, Restorers and Parts Manufacturers

#### Parts & Services

##### Engine Rebuilds

Includes full engine balance; lead-free conversion; solid skirt pistons & our

*Sports Camshaft.*

*All standard rebuilds carry a three year warranty*

**1500+cc engines  
Built using your existing  
1250cc block.**

**From £3,950**

##### Gearbox Rebuild

We are specialists in the complete rebuild of all

T-Type & Y-Type Gearboxes.



Laystall Lucas Aluminium Cylinder Heads

From £1,250

##### MG TA, TC Steering Box Rebuild

Complete overhaul.

New Worm Gear, Peg and Sector shafts in stock



Steel Crankshafts

From £1,500

##### Lead-Free Conversions

We carry out all work on your cylinder head in-house.

Conversions include Hardened Valve Seats; Bronze Guides; Larger Valves made from 21/4N.

Heads are Skimmed & Ports are opened out for better breathing.

**£400**

*Call or e-mail to discuss your requirements*

- Axle Rebuild & Ratio Change
- Manufactures of Aluminium Cylinder Heads
- Steering Box Rebuilds
- SU Carburettor Overhaul
- Differential Rebuild including Limited Slip

Tel +44 (0) 1279 730951

Fax +44 (0) 1279 730941

Mob +44 (0) 7936 194105 or +44 (0) 7710 471864

e-mail [info@xpagengineering.co.uk](mailto:info@xpagengineering.co.uk)

## FORTHCOMING EVENTS 2017

### The Autumn Tour

#### 2017 Autumn Tour to Lakes and Dales

This year's Autumn Tour sees us heading up north to the Lakes and Dales borders organised by Grant and Barbara Humphreys.

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.

## NEXT YEARS EVENT TO GUILDFORD

It is looking quite positive that the Autumn Tour next year will be at The Manor House Hotel Newlands Corner Guildford on the 7<sup>th</sup> to 10<sup>th</sup> September 2018. Such a long way ahead but it is with experience that we always have to plan this trip in advance to get good value for money and to ensure we have adequate rooms available for this popular event.

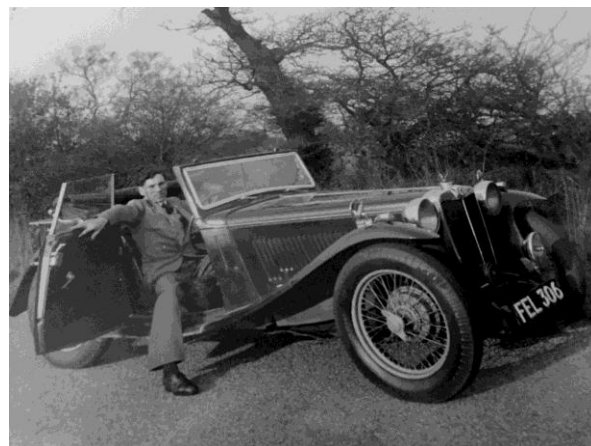
More details to follow as soon as prices are confirmed.

### A new Book

Most T Types will have heard or even have a copy of a book “Original MG T Series” by that imminent writer on MG’s, Anders Ditlev Clausager.

In conversation with our Chairman Ian Palmer at Silverstone he mentioned that he was preparing to revise this classic volume and he is looking for original T’s upon which to refer and to include in this new book.

So if you have an original T Type and would wish to be involved in this new publication, contact Ian Palmer at [ian.palmer@live.co.uk](mailto:ian.palmer@live.co.uk) to register your interest.



Anyone know of the whereabouts or has any information on this Tickford registration FEL 306? Peter Williams said it was his father’s car in the 60’s.



**A nice rear end shot of T Types racing at Cadwell Park Lincolnshire. Peter Edney and Andrew Cox do battle in the Iconics race on Saturday 22 July.**


(I used to go there in my motor bike days, hardly wide enough for bikes let alone cars)

Photo by MGCC photographer Colin Murrell.


**And finally could not resist this..... running repairs on the Continental Tour.**




**“Scalpel, nurse”**





Parts for TA to TF 1936-55, YA YB YT, MGA & Magnette.  
Secure online shopping at: [www.mgbits.com](http://www.mgbits.com) or by phone.  
Worldwide shipping. Free CD ROM catalogue on request





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

**Exchange shock absorbers available for most T-Types, Y-Types and MGA**  
**Reconditioned and guaranteed for 2 years**  
**Ring or email for details.**

NTG Motor Services Ltd 282-284 Bramford Road Ipswich IP1 4AY  
 Tel: +44(0)1473 406031/2 Fax: +44(0)1473 742087  
[sales@mgbits.com](mailto:sales@mgbits.com)  

British Motor Heritage Approved - founded 1966

## ***THE T REGISTER OFFICER'S & COMMITTEE***

<b><i>Chairman</i></b>	<b><i>Ian Palmer</i></b>	<b><i>01884 32039</i></b>
<b><i>Secretary</i></b>	<b><i>Sally Silcock</i></b>	<b><i>01525 750468</i></b>
<b><i>Treasurer</i></b>	<b><i>Glenys Knight</i></b>	<b><i>01252 875740</i></b>
<b><i>Editor</i></b>	<b><i>John Ward</i></b>	<b><i>01621 773606</i></b>
<b><i>Regalia Coordinator</i></b>	<b><i>Barry Knight</i></b>	<b><i>01252 875740</i></b>
<b><i>DVLA Representative</i></b>	<b><i>Robin Haseldine</i></b>	<b><i>01908 563112</i></b>
<b><i>Historian</i></b>	<b><i>Clive Manser</i></b>	<b><i>01256 881555</i></b>
<b><i>Competition Secretary</i></b>	<b><i>Jonathan Harmer</i></b>	<b><i>01233 756241</i></b>
<b><i>Luffield Trophy Representative</i></b>	<b><i>Martin Price</i></b>	<b><i>01299 401177</i></b>
<b><i>General Duties</i></b>	<b><i>David Wardell</i></b>	<b><i>01908 990741</i></b>
<b><i>General Duties</i></b>	<b><i>Alan Wakefield</i></b>	<b><i>01932 873170</i></b>