



'T'REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB T REGISTER

NO. 28 OCTOBER 2017



The Malcolm Hogg Trophy winners 2017

David and Pauline Reeves with their superbly restored TC

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

Welcome to issue 28 of T Register News which is just one of the several avenues with which we keep you in touch with events and developments within the T Register. Over the years it has become apparent that more and more people are getting their information online and that demand for printed publications is declining. We have after a lot of debate decided that T Register News, which started its life as a quarterly printed newsletter, but which has become a mainly downloaded magazine has been rather superseded and a little duplicated by our monthly Newsletter. We have therefore decided to revise our publications and concentrate on the monthly Newsletter. This has the advantage that it is delivered directly to your inbox, rather than you having to download it from our website. It is of course far more up to date, being a monthly publication and has proved very popular. I hope that you will understand the reasons for taking this course, and would apologise to those who prefer to receive a printed copy, Safety Fast of course remains as a printed monthly magazine. As always with communication it is important that we have your current email address. If you are not sure that we have it you can provide it by following this link <http://www.mgcc.co.uk/t-register/newsletter/>

It is difficult to believe that it is October already – where did our summer go? I hope that you found time and opportunity to enjoy your T Type. We have had a somewhat patchy summer here in Devon, but I have continued to enjoy exploring further large parts of it on the sunny days.

Over the last three months our major event has been the hugely enjoyable Autumn Tour based in Shap Wells in the Lake District. I was delighted to meet so many of you up there and pleased that people chose to attend from far and wide, including a lady from Australia!

The distance to the venue was considerable for many people and a lot broke their journeys each way resulting in a six day tour and approaching a 1000 mile round trip. Not bad in a 1250 / 1500cc car of around 60-80 years age! Despite a few mechanical issues we all had a really good weekend and a report is included elsewhere in this edition of TRN.

As this year draws to a close we are already planning next year's events. These are likely to follow the format of previous years; we intend to have a stand at Stoneleigh in February, and to run a Rebuild Seminar possibly in April this year. Dates and details are still to be finalised.

Sally and Bill Silcock are well advanced with a continental tour planned in May 2018 once more based at Bollezeele in Northern Flanders. The event has proved very popular and is now fully subscribed and with a waiting list. Later in the year Geoff and Annie Matthews are planning our Autumn Tour which will be in the Surrey locality, close to Guildford. Places are going fast so please get in touch to register your interest for this one!

Do keep up to date with events that may interest you. These are featured in the monthly Newsletter and Safety Fast features together with our Facebook page and website. Similarly, if you are organising an event of interest to T Typers, please get in touch and we will give all our support and help to publicise it.

All the best for now

See you next year

Ian

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EDITORIAL

Unbelievable but at this time in 2009 I was approached and even cajoled and perchance plied with a little wine, to agree to assist with the scribing of words on behalf of the T Register for "Safety Fast". If only had I known what the subsequent sequence of events would have led me into, then my decision to help may have been a very different one!

Within two months I was not only the T Register "Safety Fast" Editor but in the chair to produce the then very popular 20 page magazine TTT. Having taken on this challenge we ploughed on and managed to produce TTT for the rest of 2010. With the resurgence of TTT2, the decision was taken to produce our own quarterly magazine hailed as T Register News (TRN) and the first edition went to print in January 2011. So here we are 7 years on and approaching 200,000 words later, the 28th edition.

Such rambling brings us on to the next topic;- communication and the staggering progress computerisation and media technology has made. 7 years ago the written word was still king and the postman had a regular job with the family hound looking forward to the chase from gate to door.

Not so now, a new vocabulary has been invented;- website, on line, megabytes, chips, pixels, facebook, texting, it goes on and on.....

Where is all this leading to you ask?

Well the fact is that the written hard copy is now not a viable in proposition in contrast with other modern methods of communication.

It has long been a struggle to find interesting copy and articles to fill the pages and with much technical comment and forums available elsewhere it was the decision taken at the last committee meeting to cease publication of this magazine from this edition forthwith.

Of course there will be no lack of communication with T Types and the MGCC T Register. There will still be the monthly column in "Safety Fast" with a 4 page spread 3 times a year, a much improved website with regular updates, the new monthly on line "T Register Newsletter" all providing notices and reports of past and forthcoming events to keep you regularly informed.

Thank you all for your support over the last few years it has been great fun really and the correspondences and the banter with like-minded T Type MG enthusiasts has been such a pleasure.

PS I shall still be penning words for you as the T Register Editor in "Safety Fast", so do keep in touch.
John Ward



Edition No 1

BROWN & GAMMONS

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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!



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COVER STORY

MG TC 8307

Build date 29th March 1949

Engine no. XPAG 8786

Registration No. MVT 899

David Reeves

I bought TC8307 in 1965 from a local farmer, having secured a bank loan for it of £135.00.

There then followed a two year programme of continual rolling maintenance just to keep it on the road.

I have many memories of rotten floorboards having to be replaced, bits of bodywork falling off and of lengths of string to keep major parts working such as the fuel pump and the windscreen wipers. A very steep learning curve indeed!!

Eventually though I just had to buy a new car and so the TC was laid up in 1967. Over the next 24 years as my job moved me around the country it was kept in numerous lock-up garages and sheds that I always managed to secure somehow. During this time I started to dismantle it when time and opportunity permitted.

Then in the early 1990's it was moved into its new home, a permanent new garage with a workshop. Work could now commence in earnest, the chassis was sandblasted and painted and stood on axle stands, waiting for various bits to be bolted back on. I started to prepare and renovate as much of the original car and the parts that were reusable.

I rebuilt the shock absorbers, following an excellent presentation by Peter Cole at the T Register Rebuild Seminar and a complete new body tub was bought and stored until required. Next the engine was stripped down and completely refurbished and put to one side for the time being and all the chrome parts were cleaned and re-plated as required and the dashboard and instruments re-conditioned.

It was now July 2012 and time had quickly slipped by when I secured the great help and experience from my good friend and TC expert Keith Beningfield who worked alongside me on the car for about 1 and half days a week, so you could say the rebuild now really started in earnest.

However I was then diagnosed with Parkinsons Disease in January 2013 which spurred me on even more. The sourcing of new or replacement parts, checking correctness with other cars and publications and opinions, all tell a story of its own.

All of which and together with attending all the excellent T Register Rebuild seminars during these years, all contributed to a successful completion of the total restoration in July 2015.

David Reeves

October 2017

Enjoying the car at last on the 2017 Autumn Tour at Appleby Castle in the Lakes.



RECENT EVENTS

The 2017 Autumn Tour

The Western Yorkshire Dales and the Lake District - September 1st to 3rd 2017

It is geographically recognised that almost two thirds of the UK T types reside in the mid third of the UK so it is always encouraging to find persons like Grant and Barbara Humphries willing to organise an Autumn Tour 'north o' Watford'

So it was that many of us set forth in late August to get to Shap Wells somewhere beyond Kendal and before Penrith by September.

The hotel venue was to be The Shap Wells Hotel hidden away off the A6, which opened in 1883 built to serve the growing number of visitors to the natural springs in its grounds whose waters were believed to be "very efficacious" in several diseases of that time.

Under the ownership of the Earl of Lonsdale it became a fashionable resort being patronised by Princess Mary in the 20's and 30's and during the second World War it was requisitioned by the War Office as a POW camp for senior German Naval and Luftwaffe officers. Story has it that the inmates made many attempts to tunnel their way out only to be always beaten by the solid rock underground and even if they did succeed it was miles to civilisation as we know it!.

The itinerary said to arrive mid afternoon and so gradually from lunchtime onwards T Types were to be seen passing through town and country to the usual bewilderment of locals wondering if these motors of a bygone age had been in cold storage for decades.

Thus it was that about 35 cars were carefully tucked away for the night by early evening and the occupants suitably scrubbed up and gathering in the bar for the customary welcoming address and dinner.



In the early 20th Century Hugh Lowther, the 5th Earl of Lonsdale took up residence and added some extravagant touches including a fashionable Japanese garden and a mile long border of perennials. The Duke was an exuberant spender and had a penchant for the colour yellow becoming known as the “Yellow Earl” He began to take a great interest in the new phenomenon of the age, the Motor Car and was the founder of the AA so no surprise that the colour for the badge was yellow as it still is today.

Winding our way through the Eden valley into Morland then onto Bolton, up the hill in the town centre and past an obelisk and into Appleby Castle for the days lunch stop.

Steeped in history the castle boasts one of the few remaining intact Norman Keeps and has been occupied constantly since Roman times with ditches and earthworks dug around 1095 and the original wooden tower was replaced with a stone keep around 1110.

One of the most celebrated owners was Lady Anne Clifford the only surviving child of George Clifford Third Earl of Cumberland, a sea captain and champion to Queen Elizabeth 1. She was passed over as the inheritor of the estates and so challenged her fathers will defying King James 1 to his face and later took on Cromwell to stop her from rebuilding and did much restoration after the Civil War.

Thomas, sixth Earl of Thanet was the last major rebuilders at Appleby Castle creating the current Palladian mansion most of which remains to this day.

After leaving the castle and heading back we go through Sedburgh a quaint little town with historical High Street and shops, ducking in and out of the M6 we enter Tebay then onto Orton and finally in through the back door of the hotel grounds and time to relax.



Grant regales us with the opening briefing as to what is in store for us in the next couple of days

Saturday 2nd September

Upon leaving the hotel through typical dales roads and villages through Bampton and Haweswater after a dozen or so miles the first call was to Lowther Castle for a coffee break with cake in the old stables.

Lowther Castle and its gardens has been in existence since 1812 boasting 130 acres which over the years has had a chequered history.



Well I guess a Y Type is saloon bodied TD. This model was driven and presented by a lady guest from Australia who spends some months in the UK each year, but keeps all the other MG's in Oz.

Keeping in with the well prepared itinerary we all now assemble at the appointed hour for the drinks reception before making our way into the dining room for the Gala Dinner.

After dinner and after the usual chat and bon viveur the members were called to order, as is the custom at these gatherings there then followed the formal bit – speeches and presentations.

The inaugural first time delivery by our newly elected Chairman Ian Palmer was very well received and having elected to listen to everyone about the future of the Register tells us that his philosophy is in accordance with that well worn phrase “if it aint broke, don't fix it”

Next up of course, no autumn Tour would be complete without an ode from the President the illustrious Mr. Michael Lugg.



Sunday 3rd September

A very slow misty start to the day on Sunday possibly due to weather but could it be body and soul.

Today we will head to the Lakes taking in some of the more popular touristy places. Out of the hotel down into Kendal and then onto Windermere, packed with coach tours so quickly through there and after an exhilarating run to Newby Bridge, Barrow and Ulveston we enter Backbarrow for the Lakeland Motor Museum, a designated stop and possibly lunch.

Is it peace in our time?.....

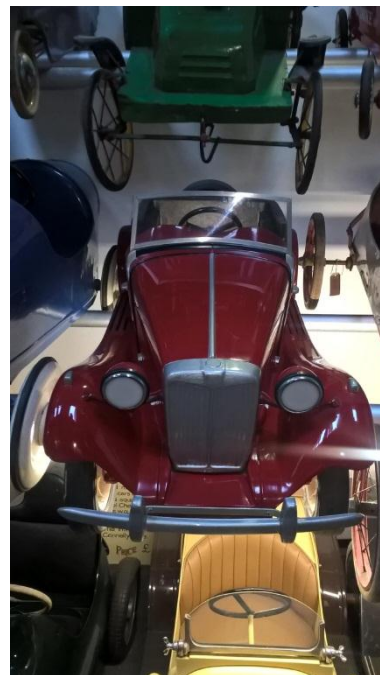
but no... a resplendent Mr Lugg orates on the coming next year's Spring Tour to Flanders.

Then onto the awards, the three T Register awards announced each year at this event.

Firstly The Malcom Hogg Trophy; awarded in alternate years for a competition or racing feat and then a restoration project of outstanding merit. This year for his determination and dedication it was awarded to David Reeves for the immaculate restoration of TC MVT 899. (See the cover story above)

Next The Montague Burton award for exploits in T Type. Peter and Mandy Sprot booked in to the Ardennes Tour in the Spring and from there proceeded to drive their TA all the way to Malta and back, an exploit indeed.

Finally onto the Secretary's Award given at the sole discretion of the Secretary who this year decided to award it to Tony and Dawn Selman. Sally was very impressed by the fact that just having taken possession of the T Type, and then only driven it a couple of times locally, went on the Spring trip all way to the Ardennes!



Some lucky rich boy's toy in the fifties.



A rather macabre driver for a TF but she is after all a museum piece!

A little light rain persuaded a number of us to take lunch here and it was a splendid choice, very ample northern helpings.

The rain soon cleared and off again back on the A592 through Bowness on Windermere, a delightful spot and one of the most popular destinations for taking that boat trip on the lake, but no time for us. A dozen or so miles on and into Ambleside on the northern end of the lake, a market town granted a charter in 1650 and where Wordsworth penned his famous words from 1813 until 1842.

Just a few more miles and we arrived in Ambleside, ample pubs, cafes and shops for souvenirs, a lunch stop for those who did not stay at the Motor Museum. Out of Ambleside and passing Dove Cottage and the Wordsworth Museum we head for Kirkstone and the infamous route up The Struggle which is a perilous steep narrow climb with passing places up to the top of the Kirkstone Pass. Those who attempted it all had interesting tales to tell in the bar that evening.

5 miles on and we enter Patterdale which sits in the valley among some of Lakelands finest scenery together with many climbing activities so appropriately the home of the Patterdale Mountain Rescue organization and where the Coast to Coast walk passes through.

Back onto the A592 again passing Ullswater to Glenridding which was badly hit by Storm Desmond in 2015. Once an important lead mining town, production finally ceased in 1964 now but a tourist area for walkers and climbers. Pooley Bridge a few miles on was also a victim of Storm Desmond with the bridge being swept away and a temporary structure hastily erected to provide access to the town.

On the home run now 16 miles of spectacular Lakeland roads and dales through Butterwick and Bampton and onto Shap and the hotel.

Finally Sunday dinnertime and it all passes so quickly, time to recount on the day and prepare for the long trek home tomorrow.

Dinner concluded and final speeches and thank you's to all involved particularly to Grant and Barbara for all their hard work and organisation resulting in a great tour and lastly on to the final tirade from Mike Lugg, a tale now too long and hilarious to remember but needless to say concluded with a lesson to learn and rapturous applause, where does he get them from?

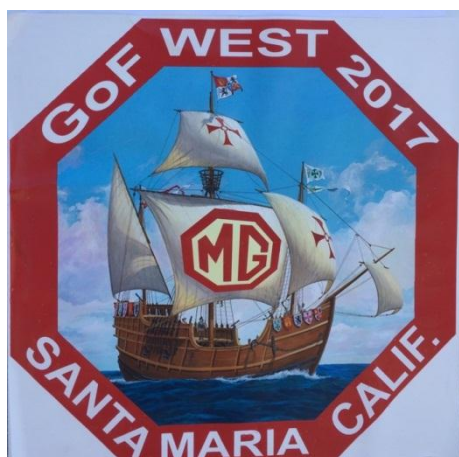
See you all next year?

John W

Editors note,;- the telling truth of how far it is to venture North comes home when the dreaded water pump malaise struck us again and it took 11 hours to get from hotel to home by recovery trucks. More on this later.

Not on these shores but our T Type cousins across the Atlantic are always a very socially active crowd and travel hundreds of miles each year to enthusiastically join others for their annual get together.

Once such event is the GoF or Gathering of the Faithfull in California.



GoF West 2017 at Santa Maria

10th to 14th July 2017

A brief flavour from Will Handley

We packed up the TD on Sunday afternoon ready for an early departure on the Monday morning so we could get to Santa Maria in good time to help with the set-up of the BBQ planned for Monday evening. Rather ominously on Sunday evening, a check on road conditions showed that both the direct routes, Highways 166 and 58, were completely blocked by brushfires and the 101 south of Atascadero was affected by a third fire. As we had arranged to meet up with others to travel together to Santa Maria, we had to rethink our route and go north to Paso Robles, then across to Morro Bay before turning south along Route 1 to Santa Maria. This turned a trip that should have taken around four hours into a seven hour marathon!

We had an enjoyable evening at the BBQ and met up with many old friends for a very social evening. Top marks go to Tom, who arrived

with a cooler of cold beer, adding to the enjoyment.

After a BBQ in the evening, the next day's main activity was a Rally and as well as the Rally there were a number of events taking place during the week including technical sessions, social activities, arts and crafts, a Concours d'Elegance, a "Funkhana" (involves driving around obstacles and making a fool of yourself) and a couple of banquet dinners.

As always the GoF West was a most enjoyable event and a good time was had by all, except, possibly, one guy who spent most of his time obtaining spare parts and repairing his brakes. Fortunately the car was back on the road in time for the trip home, which was made a great deal easier as Highway 166 had been reopened as the Fire Service had brought the brushfire under control only the night before. So with a certain amount of trepidation, we set off and fortunately no further fires were encountered and after an easy but hot drive we arrived home, just in time to unpack the car and go down to the Oak Branch Saloon for the Friday Happy Hour!



I am sure Cecil Kimber would have approved of the colour scheme



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FORTHCOMING EVENTS 2018

Already plans are being laid for next year's event calendar and certain dates can be penciled in your diary when you get one in your Xmas stocking.

Stoneleigh MG Spares Day

The organisers have announced a provisional date of **11th February** so once again the T Register will be well in attendance

Rebuild Seminars at Gaydon

Subject to final confirmation it is looking likely that **14th April** will be the date in question.

The T Register committee are urgently seeking a person to take on the responsibility to manage and organise the speakers and the schedule, so if you wish to help with this please contact Barry Knight on 01252 875740 who will gladly provide you with all the background information amassed over the last 37 years!!!

The Continental Spring Tour to Flanders

This popular venue is already fully booked but if you wish to be put on the waiting list for cancellations tell Sally Silcock on 01525 750468.

Silverstone Live 2018

We are eagerly awaiting the date for the annual MG Live Extravaganza, suffice to say that this is always a lottery with so much at stake, the format and layout that proved popular this year will be the basis upon which the event will be staged again in 2018, so see you all there.

The T Register T Party

There will of course be a T Party this year but subject to final dates in 2018 and the availability of various suitable venues which are under consideration, so watch this space.

Next year's Autumn Tour to Guildford

All is looking set for the Autumn Tour 2018 to be in the Guildford area in Surrey. Final details to be announced shortly but already many have expressed their interest to join this tour around Surrey and Sussex so if you have not already received an email attaching a booking form, tell Geoff and Annie Matthews on 01840 214972 and get on the list.

2018 Coast to Coast Run

Norman Verona (TC owner in South Yorkshire) is organising a Coast to Coast run from Morecombe to Scarborough on Saturday and Sunday 18th August and 19th 2018.

The group booking room rates for bed & breakfast at Morecombe and or Scarborough are still in negotiation dependent upon the numbers wishing to participate. The route will be through the Yorkshire Dales and the North York Moors using as many B and unclassified roads as practicable so ideal for T Types.

Norman does not wish to be the only T type so if you are interested please register your intent with him by the end of November to norman@frenchblat.com

The Saga of the Light bulb or how to lose the will to live,Bob Marshall

Prior to departing for the north and the T Register weekend one naturally does some checks to ensure that the car is in its usual good fettle and capable of keeping up with Yummy Mummies in their hot 4X4's.

This examination revealed a partial failure of the dash board lights and detailed examination showed that the panel light switch was not in the best of health. A replacement was obtained which then highlighted the poor state of the wire (Red with White) connecting three of the bulbs. It was also seen that one bulb holder was in urgent need of retirement.

So a new holder and bulbs was procured.

Oh so easy! But NO!

The bulb holder was not an easy fit into the instrument and falls out at a mere touch. It also required its own earth – on the original holders the body formed the earth. . Then the new bulbs would not fit the existing bulb holders.

Instead of being a pleasant diversion for say an hour this exercise spread over three days and totalled many hours. Perhaps my competence is very low but I doubt that, having changed a water pump in a French farmyard, replaced a rear axle beside the road and removed the gearbox in under 50 minutes. (Perhaps not now when bending down is almost a major exercise.

Dear readers you all know what a delight it is to work on the dash wiring in a TF - even with the steering wheel removed!

The question is – why can't suppliers supply a product which fits and does not require fettling?

On other matters technical – John Ward

Mention was made earlier of certain members experiencing T Type problems on this year's Autumn Tour, nothing to do with the long drive I assure you but sometimes these things manifest when not expected.

For some years the cooling system on my TF has given me problems, ironically on Autumn Tours, from leaking water pumps, blowing core plugs and stripped threads into the block.

Determined to resolve this matter once and for all and talking at length to all the available knowledge on such matters, I hit on a plan.

It was advised that there was a firm in the Midlands that would refurbish old water pumps. On the shelf in the garage were 3 examples of previous experiences with this particular piece of equipment, including the one that was the original pump on the car when I bought it in 1968. Having discussed matters with the company I boxed up all 3 and sent them on their way leaving the guys in the factory to tell me the best one to refurbish. Without hesitation they said the old original one was the answer and we agreed to consign the others to the bin.

A week later pump arrived back, looks a super job, new larger bearings, ceramic sealing disc already to fit and then rebuild the front end of the car once more, those who know the TF will know what I mean!

Car re-fettled over the winter, a few trips here and there but did not do Silverstone in it due to lack of carrying capacity for quantity of beers, nuts and nibbles for the natter on the Saturday.

This now brings us onto the Autumn Tour in late August and in view of the distance we elect to stop over at relatives and hostelrys on the way. All seems well until near to the stopover in the south Dales and only 60 miles to the Tour venue.....

Stopping at lights or crossings, squeaks and rattles could be heard but only at low revs. Arriving at the hotel and after booking in, I thought I had better lift the bonnets. The noise was definitely front end, ominously in connection with the fan and the waterworks again. Investigation revealed considerable lateral play on the fan which in turn was clipping the radiator and any other bit of metal in reach and that was the rattle. Obviously with the fan now not in a perfect orbit the squealing was the fan belt, problem realised, cure not so easy.

I decided overnight that the best solution would be to get to the hotel at Shap 60 miles away. I could not tighten the fan nor release the nut so at least it would not fall off! The dynamo was charging and the engine was not overheating so the pump was turning.

After a cautious run we arrived safely, at least if we were to now get a lift directly home it would be within the terms and conditions of our recovery policy - to one place only.

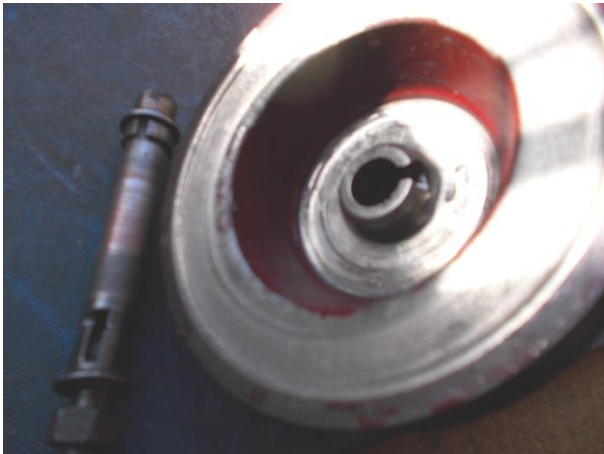
Of course upon arrival and lifting the bonnets again, the boys were soon all around and solutions and suggestions abounded from all sides..... but the radiator must come out.



And don't spill the beer!

Thank you guys, your assistance was of course much appreciated.

Upon removal of the water pump the sum total was that the last thread on the shaft had stripped which prevented tightening, the movement then allowed the key to slip out of the slot in the shaft which disintegrated and chewed into the slot in the pulley.



The shaft had not been considered and replaced in the refurbishment and the final straw must have been in tightening the pulley bolt last time.

Having diagnosed the problem, half the battle is won; the solution was, and many, many thanks to our MG engineering wizard Eric Worpe, a new shaft with elongated nut, getting a new slot cut in the pulley at some stage and rebuilding for next year, is that not what owning a T Type is all about??

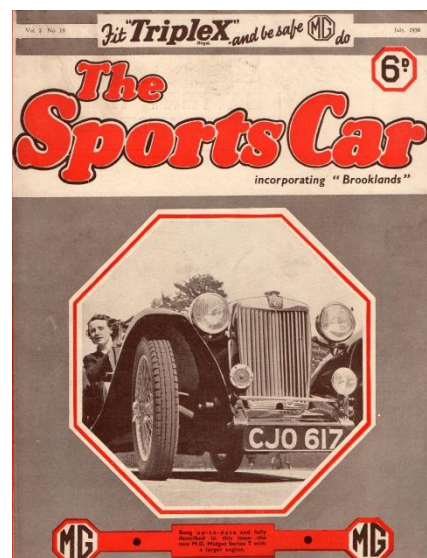


The Ultimate Barn Find

In the January 2017 edition we featured the remarkable story of TA 0275 which was used by the press team to promote the all new T Types on the Continental tour in 1936. The car is owned by Andy King and was on our stand at Silverstone this year.

Well he has done it again! This time he has seized upon none other than TA 0252, registration number CJO 617, the second prototype to be built, a true and proper barn find.

Languishing in a barn for 54 years and last out on the road in March 1967, the owner used to participate in grasstrack on a Rudge 500 single carried on a trailer towed by the TA up to the mid-sixties.





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Geoff Matthews	TD Registrar & Vice Chairman	01840 214972
Barrie Jones	TF Registrar & TD/TF Technical Adviser	01837 861418
Roger Furneaux	TA, TB, TC Technical Adviser	01566 784111
Eric Worpe	TB, TC Technical Adviser	01483 537289
Chris Sundt	Webmaster	01308 898531

Honorary Members

Mike Lugg	Honorary President	01428 606883
Paul Plummer	MGCC Board Representative	



Au Revoir