T REGISTER

Totally T-Type

CAR MG CLUB

ISSUE 1 JANUARY 2004

Peter EDNEY

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THE EDITOR

Welcome to this first edition of ***Totally T-Type***! If you don't know me personally (the "me" being John James) you will know that I pen the T-Type Notes and the T-Type Newsletter for ***Safety Fast!*** You might also have seen me "rooted to the spot" on the T Register Regalia Stand at Silverstone for the three days of the event.

Why ***Totally T-Type***? Well at the Annual General Meeting of the T Register in March 2003, which was held immediately after the 'Rebuild' event in St Neots, Cambridgeshire, most of those present said that they would have no objection to paying a small subscription for a regular magazine – so here it is! However, there is more to it than that……With the formation of the new ZR/ZS/ZT Register, something had to give to create space for their Newsletters in ***Safety Fast!*** and in the process, the Triple-M Register and the T Register had their allocations of Newsletters cut from four per year to three per year. But that is not the whole story. If we are to have a vibrant and healthy Register, then we need better channels of communication than hitherto. Remember also that, up to now there has not been a reasonably frequent magazine (the previous T Register 'Bulletin' was published only quarterly). We start (or rather, I start) with a blank piece of paper but there is enough copy to fill this particular issue and, being the eternal optimist, I am confident that we will be able to fill future issues – but then that's largely up to you! *(continued on page 4).*

Contents

(continued from page 3) On the subject of filling future issues, I hope that you will agree with me that the last thing we want to do is to have too many "fillers", which detract from the topical nature of the magazine. Indeed my vision for ***Totally T-Type*** is that it should be all about maintaining and using our T-Types, so a strong technical bias should be the order of the day for what is the only UK magazine totally devoted to T-Types.

Turning to subscriptions, if you wish to carry on receiving ***Totally T-Type*** it will, I am afraid, be necessary to pay a small subscription. This first issue comes to UK members by courtesy of the Register funds but we cannot afford to send out any more free issues. The Register gets no financial assistance from Kimber House (that is not a criticism –merely a statement of fact) and has to generate all its income from the sale of regalia items, including the Yearbook. Just to recap, the subscription for the next six issues (March, May, July, September, November 2004 and January, 2005) is £6 for UK members. The rates for overseas members for this issue (which is not being provided free to them due to the high cost of postage) and the next six, is £11 for members in Europe and £15 for members in the rest of the world. However, if you wish to receive a copy by e-mail then it will cost you absolutely nothing – why not harness the benefits of technology to our advantage?

The subscription rate quoted above for UK members is different from that given in the November 'Bulletin' (only those who receive the 'Bulletin' will know about this!). The reason for this is that the 'Bulletin' rates were my original proposals to the Committee. However, the Committee thought that I was "cutting it a bit fine" and settled on a price of £1 per copy (including postage) for UK members. I've received a few "wrong amounts" from 'Bulletin' readers – some have underpaid, others have overpaid – but I don't propose to make any adjustments.

One categorical assurance I can give to members is that every penny of income received for ***Totally T-Type*** will be spent wisely and any surplus will be invested in improving the magazine (there are several ideas for dong this but we need to learn to walk before we start to run). The T Register Committee members all voluntarily give their time and no expenses are paid for Committee meetings.

Finally, the January edition of ***Safety Fast!*** said that there would be a pro-forma to complete and return with your cheque for £6 if you wanted to receive ***Totally T-Type*** . However, it looks as though the magazine and envelope will be very near the weight limit of 60gm for a 20p stamp and an insert for a pro-forma will push it over his limit. So please send your cheques for £6 (made payable to 'MGCC T Register') to me (John James) at 85 Bath Road, Keynsham, BRISTOL BS31 1SR. If you want to receive a free e-mail copy send an e-mail to jj@octagon.fsbusiness.co.uk

T REGISTER NEWS

REBUILD 2004 This ever popular event is being held on Sunday 14th March, 2004 at Ernulf Community School, St Neots, Cambs. The day begins around 9.30am (sign on for 10.00am) and finishes around 5.00pm. Most "rebuilders" stay on afterwards for the AGM of the Register, which takes about one hour and some diehards round the day off at a local hostelry for further sustenance and more T-Type company. After 24 years, 'Rebuild' is still going strong and "the special day in March" retains its appeal as a "kick-start" to the T-Type year, a chance to meet old friends and a unique opportunity to tackle a restoration task you thought was beyond your capabilities. Talks and demos are given by restoration professionals or skilled Register members. The admission charge has been held at £25, which includes bacon buttie, morning and afternoon beverages and lunch. To register, pse send a cheque for £25 payable to "MGCC T Register" to the organiser, John Steedman, Barton Cottage, Barton Stacey, WINCHESTER, Hants, SO21 3RL before March 1st. No SAE needed but let him know of any dietary or other requirements. Tickets, programs and directions will be sent out in batches so don't panic if you don't get a reply by return.

This year we are trying to highlight the TD/TF models and hope to present most of the following:

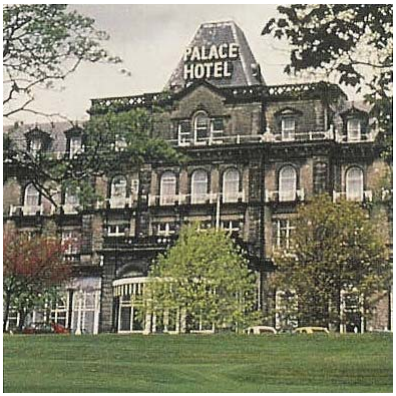
- Stripping and Rebuilding the TD/TF Gearbox
- TD/TF Rear Axle
- Restoring TB/TC Shock Absorbers
- TC Restoration Tips, Part 2 – "a dirty dozen": headlights, sidelights, radiator fit, piping, floorboards, rear light arrangements, rewiring, etc., etc.,
- Supercharging
- Maintaining a high annual mileage T-Type

As before, there will be a "bring and buy" stall for T-Type spares.

If required John can provide details of local B&Bs, Inns, etc.,

THE AUTUMN TOUR

This year's Autumn Tour is being held on the weekend of 17th/18th/19th September in the Peak District of Derbyshire. We have been extremely fortunate to secure a block allocation for part of the magnificent Palace Hotel in Buxton. This historic hotel is set in beautiful gardens of 5 acres. If you have Internet access, you can look this hotel up on the 'net' – go to www.paramount-hotels.co.uk



For the benefit of those who have not participated in one of these tours before, it really is a great weekend. It starts with the cars and their crews arriving from mid to late afternoon on the Friday. There is a chance to meet friends old and new on the Friday evening and a nice feature of T Register Weekends is the warm welcome afforded to new 'Autumn Weekenders'.

On Saturday there is an interesting drive of approx 90 miles (round trip) starting at 9.45am and finishing around 5.00pm. During the course of the day there are a few stops at places of interest, normally coinciding with lunch and morning coffee and afternoon tea breaks. Then on Saturday evening the gala dinner and presentation of T Register awards is held.

On Sunday there is another round trip of about 90 miles and suitable stops are arranged with similar timings to Saturday's start/finish. There is then the option, either to return home or to stay on for another night and travel back on Monday morning. In recent years, most T-Typers have stayed on.

This year's Autumn Tour is being arranged by Graham Brown. Graham can be contacted by phone on 01234 358729 or you can e-mail him at graham@isisbedford62.freeserve.co.uk Graham's postal address is 12, Isis Road., BEDFORD MK41 7BP. You will need to book your own accommodation with the hotel quoting 'M G Car Club'. The hotel address is The Palace Hotel, Palace Road BUXTON, Derbyshire.SK17 6AG. Tel No. 01298 22001. The negotiated rate is £130 per person for two nights Dinner, Bed and Breakfast with an additional car entry fee of £30 to cover preparation of the Roadbook, rally plates and admission charges to the places we are going to visit. If you want to stop over until the Monday there is a special rate of £50 for D B&B or £40 for B&B. However, do please keep Graham informed about your booking and do please book early to avoid disappointment. Our allocation of rooms is certain to be taken quickly.

REGISTRAR'S REPORT FOR 2003

I took over the job of Registrar at the beginning of 2003. It soon became apparent that a significant time input would be required if I was to keep up to date with the data entry and correspondence that was required, so it was a relief when Stewart Penfound volunteered to help. Rod Sawyer has also continued to act as Tickford Registrar.

During 2003 we entered a total of 237 new registrations (i.e. cars previously unknown to the Register) and recorded 96 changes of ownership (i.e. of cars already known to the Register). Each new owner is written to, with a copy of a 6 page "Welcome" brochure. Frequently there is missing data, or the new owner requests information about his car's history, or he is looking for technical support and contacts to aid a rebuild. E mail is a great boon here, with two thirds of all new members now having this facility.

Overseas registrations are mainly from the USA, Australia and Europe, but we also have new owners in as diverse territories as Sri Lanka and The Philippines. There was a particularly large number of TCs notified to us from USA Groups this year.

Register information is held on a computer database. Access to this is of course restricted for security reasons, and owners are always contacted for permission to pass on their details to researchers. There is a steady trickle of enquiries from people who owned MGs in their youth and want to find out if they still exist.

We now have 8200 T-Type owners' names on file, plus another 1400 cars whose present whereabouts is not known. The table which follows gives a breakdown of the new registrations during 2003, and the total number we hold on the database.

DAVID BUTLER

	New Registrations in 2003	**Total Registrations**
TA	16	1161
TB	17	161
TC	137	3413
TD	41	2941
TF	23	1804
Tickford	1	89
Specials	2	40
TOTAL	237	9609

THE DREADED CLASSIC RALLY

I think I enjoy attending the various car club meetings and judging from the attendance at all make rallies, so do a lot of other classic car owners. I never fail to be amazed at the tremendous variety of vehicles in attendance, from the very rare and immaculate pre-war delights to the tatty 70's common tin box, all equally loved by their owners.

What is even more interesting are the very different people who attend, from the passing members of the public who have come to look at the reincarnations of Chitty-Chitty-Bang-Bang, usually with a bunch of children in tow who would rather be at home with the latest Game Boy edition, to the owner whose pride and joy ranges in value from zero to zillions and represents an unhealthily large proportion of their personal net-worth. The former are willing to gaze in awe at a Cortina 'just like Grandpa had' and go through endless 'I remember whens' whilst the latter strikes a pose mixed from 'mines bigger, better, faster, rarer, more concours and definitely more expensive than yours, so there!'.

Where do you fit in this hierarchy? I guess like me you think you fit somewhere in the ideal mid-point where all the jolly decent people belong, but do you really?

Do you arrive, unload your compact folding chairs and take up station behind your mechanical beloved with your human beloved ready to observe and relish in the occasional compliment or query? If you do, then please don't wear a baseball cap, it's a dreadfully common device usually alluding to an interest or a sponsor and if you have sticky-out ears it won't even stop them getting sunburnt. For heavens sake, get yourself a proper hat in keeping with your car and your ears.

Instead, maybe you strut around the various exhibits expounding your extensive automotive knowledge, gleaned from a 17-year subscription to Practical Classics, to anyone in earshot who will listen. I think I met you last night whilst observing a delightful Red Label 3 litre Bentley, when you told me it should have a turbocharger mounted between the front dumb irons. Speaking of dumb…….no, I must behave myself.

Or maybe you go the whole hog and yes, wait for it, you pull off the master coup and open your bonnet standing proudly by, ready to give unnecessarily long answers to questions on brass wurzle nuts to the crowd that open bonnets mysteriously draw. Combining the open bonnet with other strategies only confirms your position in this herd and favourites here

are an exposed polished period tool kit, a varnished plywood board abounded with all your stick-on rally plaques, a Plexiglas covered panel with photocopies that document the history of your beloved and finally the daddy of them all, your sideboard mirror carefully positioned to reflect the image of your immaculate sump plug, to all and sundry.

Well you know who you are and the only one you truly embarrass is your poor long suffering car, which has my undying sympathy.

Why in heavens name do you want to sit in a field with your car when you could be out there using it for the purpose which it was intended? Yes, that's right, go drive the damn thing, but please not at 40 mph down my road.

So you can throw rotten tomatoes in my direction, I drive a mediocre sports car that I have owned for 30 plus years and is far from its original specification. It has a bit of rust here and there but it goes like stink and it is an intrinsic part of our family. I enjoy nothing more that going to a rally, meeting old and new friends, and then going for a hard drive on interesting roads ending up at a hostelry for a few well earned refreshments, and just like William, swapping stories of daring do.

So there, now where's my tartan car rug?.

Best regards

The Tangerine Terror

Editor's Note: Well, that's certainly livened things up a bit, hasn't it? I can certainly recognise a number of characters from the Tangerine Terror's descriptions.

Let me tell you what I think. I USE my cars (Triple-M and T-Type) for the sheer pleasure of driving them. When I was still working for the "jolly old GPO" and not enjoying the job due to their constant reorganisations, about the only thing that kept me going (apart from the prospect of redundancy!) was being able to drive my MG in all winds and weathers the 15 miles to and from work.

I also get a lot of satisfaction from the obvious joy the cars bring to other people when they see them on the road. I swear that they actually make people happy.

Sometimes, when returning to my parked car in Keynsham High Street I see somebody "standing on his head" examining the car – I usually walk right past and come back when he's gone!

TECHNICAL TIPS

Notes from a Rebuild
No. 2

The Joy of "Design it Yourself"

"Why can't they get it right?"

Preparing the newly restored TC for an outing, I noticed that the chrome plated side-screen sockets that adorn the top of the doors were already beginning to shed their chrome. This had never been a problem in the past, but with re-plating, even the most gentle spanner work and the wear of the steel side screen peg, the chrome had cracked and the brass was showing through.

Another plating session probably wasn't the answer so I ordered some new sockets from a leading supplier. I couldn't believe the bits that arrived in the post: wrong thread (16 tpi versus the correct 26 tpi), wrong shape, wrong height, you name it, apart from the central hole "offset," everything was wrong. The answer: do it myself. A quick trip to Jeff Drury of Precision Engineering Services in Stoke Charity to show him the original and two days later I received two new sockets, machined from solid stainless steel hex bar, - perfect! Some polishing on the wheel and they shine like chrome, will never rust or chip and are indistinguishable from the originals.

Look for the craftsmen

One thing I learned from my extended rebuild was that there are lots of craftsmen out there who will do "one-offs" to your spec at very similar cost to the parts from suppliers. Not only do you get the pleasure of getting it exactly right, but also you can add your own upgrades and improvements as you go. Some of you in the T-Register are lucky enough to have workshops fitted with the appropriate machine tools, so you really can be in total control; I didn't have the tools or skills to do that but I like to think that commissioning and designing your own components is a nice half way point between that and ringing up the big suppliers for a part off their shelves. I am also blessed with a local one-man sheet metal working craftsman, John Wheeler who can weld almost anything and was also quite happy to do one or two jobs in my garage to save using a trailer. Welding the exhaust down pipe directly to the triangular " exhaust yoke" and eliminating the gasket "cone" was one of the best mods I've made.

Some of my "one-offs"

To illustrate the variety of projects I've organised, here are some of the custom-made components in TC 0301 made for me by Jeff and John.

- Brass bush at the top of the steering column to replace the felt packing and "half cups" illustrated in "TC's Forever" (page 229), but rarely seen in my experience.
- A stainless steel version of the "Phil Marino Nut". This elongated nut is used to fix the master cylinder to the chassis; because it is 2" long, you can actually get a spanner to it, in sharp contrast to the original design. Having purchased a nut from California I found out that it did not fit the bronze cylinder manufactured in the Netherlands with has a non standard thread. (Another example of "why can't they get it right?".)
- Battery holding bracket, designed to fit the appropriate period "Lincon" battery and actually use those captive nuts in the bottom of the battery box.
- Modified pedal shaft with proper grease lubrication and sensible design. The original as you probably know is designed to cause many hours of grief as you lie on your back wielding a torch and split pin attached with Sellotape to a probe, trying to locate the pin blind and fighting with spring washers.
- Stainless steel master cylinder shield with ceramic heat shield (bathroom tile in reality). Please note that the dimensions of the shield in Sherrell's book are incorrect, as I found to my cost.
- Rear lamp cluster designed to be highly visible and legal at night, but easily dismounted to turn the car back quickly to (illegal) originality.

I am happy to share the design of all these components to interested T-Register members. I will also probably have a few of the stainless side-screen sockets available for sale (at cost) at Rebuild 2004, if you are interested.

Happy fettling!

John Steedman
johnhwsteedman@aol.com

Ed's note: "Notes from a Rebuild No. 1" was published in the February 2001 Bulletin and dealt with fitting taper roller bearings to the TABC front hub. If you want a copy, please contact John James.

TF TIPS - A BETTER DRIVING POSITION

The author's TF flanked by the TFs of Dennis Barker and Keith Doherty

If like me you me you are tall and by that I really mean above about 5' 10" then you will be used to a fairly cramped driving position in the cockpit of your TF. In the 1950s most people accepted this and even compared it to the position that Grand Prix drivers like Fangio and Hawthorn adopted. This is not the case now when a more reclined straight-armed approach is called for. So how do we achieve this in a TF?

The job is easy if a little labour intensive. I have only tackled the driver's seat in my TF because, for some reason, the passenger's side does not cause so much of a problem. Probably because there is no steering wheel or pedals and therefore more room to settle down. Two things can be done; the first is to remove some of the stuffing from the seat squab to avoid feeling like a pea on drum with your hair blowing in the wind and the screen frame blocking your vision. The second is to adjust the rake of the seat itself; this is the tricky bit. If you look at the rear bulkhead behind the seat you will see that the angle of this is shallower than the seat itself so that even with the seat pushed right back there is something to play with: about 1" – 1.5" at the top of the seat depending on how much rake you want to achieve.

The first job is to remove the driver's seat and then the squab. You will have to remove the runners to do this. Then remove the seat squab cover itself trying to save any kapok stuffing. If your car has not had much attention in this area you will be surprised how bad it may be. There may be rust, the wooden

squab frame may be rotten and the original Dunlopillo rubber squab may be perished. Fortunately, if you are not of a mind to repair the old pieces yourself, all these parts are available from Moss, as of course are seat covers.

Once this job has been done, carefully remove the trim pieces each side of the squab area. Next take off the tonneau rail and back cover, and then peel up the leather on each side of the lower part of the frame at the sides. You will now see that the seat back is spot welded to the bottom frame. This is very rigid and of course on a modern car would be where the reclining mechanism would be. Carefully drill out all the welds and you will find that the seat back will move backwards and forwards very easily. Select you desired position, the rake of the rear bulkhead I would suggest, and clamp the two parts together. Remember that the difference will not be very much at this end of the arc. Each side should then be welded back together. You could use rivets but I would not recommend this.

When all this has been achieved reassembly is the next job. First de-rust, clean and paint the frame. Any new parts should have arrived by now. You may have to fabricate and cover new side trims for the squab, plywood is best here. These are fitted with split pins and should be covered after fitting using some kapok to give a nice contour. Get some kapok from your local upholstery firm. Then refit the leather to the sides of the seat back. You may need to use some new felt here as the lower part can rot in some cases.

Now the squab. If using a new seat foam for the squab, I suggest removing some material from the bottom so that you will sit lower in the car anyway. The amount you take off is really up to you but it should be at least an inch I suggest. Recover this using some new kapok as well if necessary and refit to the seat, fixing into position with the seat slides.

Once the unit is fitted to the car you will be amazed at how much more room you will have and also of course how much better and more comfortable the driving position is.

MALCOLM HOGG

Tony's T-Type Tips©

This is a series of articles written by Tony Smith who has owned his TAC, registration number FOY 30, since he was 18. As a TC it was written off in early ownership and acquired a TA chassis and revised body tub in 1969. He served a 5-year engineering apprenticeship with Vauxhall Motors Ltd and these tips come from many years of living with a beam axle T type and a Vauxhall Viva. They are passed on to, and used by the recipient, at their own risk and the author accepts no responsibility for the engineering integrity of these Tips. Remember to work safely, with the right tools and within your ability. Using these Tips may invalidate your vehicle warranty.

If you would like to comment on these Tips or offer your own, then write to Tony c/o ***Totally T-Type*** or email at ltm.smith@btinternet.com

Tony's T Type Tips #008©
Safety Considerations

Whatever you do you will not make a T Type as safe as a modern car and in some ways T Types are just plain dangerous when you look at current legislation.

They are not dangerous statistically because there are so few of them and they do relatively small mileages, I suppose this is why we get very good insurance rates, or maybe this is something to do with our average age! You don't see many teenage T Type drivers.

The famous safety example of the wiper motor in line with the passenger's head probably does not worry you who chug around at 2500 rpm because you can argue that you are not going fast enough to harm anyone. That's not the problem, most modern cars are capable of doing 80mph on B roads and quite often do travel at these speeds. If you get hit by one of these then your velocity is not going to be the most important component of the collision.

I worked for GM in the USA for a number of years and my duties included accident investigation, from a product liability perspective, but I got to see a lot of unnecessary injuries that could have easily been avoided by wearing the simple seat belt.

I have fitted seat belts to my TAC, partly at the insistence of "her who will be obeyed" and also because it makes good sense to me. I have fitted three point full harness style belts with the two shoulder belts siamised to a single rear mount.

I must state now that this installation has had no formal testing or approval to FMVSS, ECE, FIA or any other standards and anything you do is entirely your own responsibility. What I will say is that these mountings are quite robust and offer more protection than no belts at all.

I have fabricated a 5mm steel bracket, one for each side, which is bolted to the chassis frame and is flush with the underside of the rear luggage floor through which the rear attachment eyebolt is fitted. One of the two side mountings goes through the transmission tunnel rear mount and the other through the body outrigger bracket above the rear spring front attachment point. If you use eyebolt mountings you can unclip the belts in a few seconds if you want the car to look standard at any time.

You can buy seat belt sets and the eye bolts from suppliers such as Demon Tweaks but I had my belts made by a local supplier in Bedford, near to where I live. This way I was able to choose the webbing colour and buckle type that I wanted.

Like I say, my installation seems pretty secure and in the event of a small shunt you can probably avoid having to bury your passenger with your prized wiper motor embedded in his or her forehead.

No, I don't have a roll bar fitted and it is quite high on my wish list, but my experience suggests that there is a greater frequency of injuries from non-roll over, than there are from roll over incidents.

Perhaps someone with accurate European data would like to comment on this observation?

Editor's note: Thank you Tony for a valuable article, which has certainly set me thinking. It's funny, but if you are driving a T-Type you don't *feel* that vulnerable, probably because you have hold of the steering wheel, but being a passenger is quite another matter (as my "better half" keeps telling me!). However, not *feeling* vulnerable and actually being vulnerable if some maniac hits you at speed is quite another matter.

Tony welcomes comments on his tips and you can either e-mail him direct, or you can write to me at ***Totally T-Type*** 85 Bath Road, Keynsham BRISTOL BS31 1SR and I will pass on your comments to Tony.

Perhaps it is now opportune to issue the usual disclaimer about technical articles in this magazine. I'll borrow Peter Cole's form of words from the 2002 Yearbook which reads " Articles are published in good faith, but the MG Car Club T Register cannot be held responsible for their content. Always seek advice from a competent person before doing anything that could affect the safety of your car"

Tony's T Type Tips #005©
Keeping your XPAG Cool (Part One)

I have never heard so much rubbish talked about fan blades, some of the best XPAG authorities warn that if you fit the blades on backwards, they will attempt to push air forward through the radiator, what claptrap. What fitting them backwards does do, just like any tractor propeller, is reduce the fans aerodynamic efficiency but they will still pull air through the radiator, just not as quickly as when the right way round. The only way to reverse the fan airflow is to reverse the engine rotation and you don't see many XPAG's doing that. The correct way to fit the blades is with the concave sides facing the engine.

Having got that off my chest, the best thing about the standard XPAG fan is that it was cheap. The worst thing is that they are very inefficient, they are working both when you need them and when you don't, if the metal structure is damaged they are very dangerous, they consume power, they create noise and if out of balance they cause vibration which will damage your water pump bearing. Take a look at a modern car and you won't find such things but you will see a multi blade tip shrouded electric fan with thermostatic control.

On my TAC I have discarded the original fan in favour of a Kenlowe 10 inch unit strapped to the front of the radiator core behind the vertical slats. Kenlowe make fans in different sizes, in pusher or puller formats and mount to radiator or independent mounting versions. I have used the Kenlowe model 10B, and this fits to the front of the radiator core and blows air from the front through the core and out the back. It might be easier to fit a puller version but then you would see it every time you lifted the bonnet, the blower is hard to see.

To fit this Kenlowe to a TA/B/C, you need to remove the radiator assembly from the car, remove the chromed radiator shell from the radiator core and tanks and strap the fan to the front of the core. I could not get it positioned right at the top of the core, which would be the best position, because the fan fouls on the vertical centre chromed radiator flute, so position it at the bottom so it doesn't. If you paint the fan labels on the Kenlowe with a squirt of matt black, you won't know its there until it starts to work. Fit the thermostatic capillary sensor pointing upwards in the big hose just above the engine thermostat housing and dial in the control unit so it comes on at about 85°C. The hotter you run the engine the better but obviously you have to avoid boiling the coolant. I take the fan electrical power feed from the starter motor live terminal but you could use terminal A on the control box, just keep it live all the time. Finally because I know there are both +ve

and –ve earth cars out there, make sure the fan is running in the correct direction (mind your fingers) before you reassemble everything.

Sorry, but I just need to get one more thing off my chest, I'll be down to the hairs soon. I read a reader's letter from North America, the fountain of all MG knowledge, in ***Safety Fast!*** (steady on Tony! **Ed**) that was decrying the 'hot rodding' and modification of TCs. Unfortunately, all MGs are just specials built from the cheapest components available from other mass producers of the time and Kimber has to have been the greatest exponent of evolution by modification. So, there are going to some people out there saying yes, the electric fan is a good tip and I'll give it a go but conversely there are going to be some of you crossing yourself, looking for an exorcist and thinking how to get Shamus to remodel my kneecaps. To you originality concours fanatics, I say that if you want to be a slightly mobile museum curator, then that's fine but there are some of us who want to use our cars as sports driving machines and give them a damn good thrashing in a modern motoring environment.

Wow, that feels better!

More on keeping cool, the car that is, follows in Part Two.

Tony's T Type Tip #009©
Keeping your XPAG cool (Part Two)

The cooling system on T Types is quite adequate for its purpose and my car copes with keeping 73 bhp under control when it was only designed for 54 bhp. With my car I have deleted the standard fan and only have a 10 inch Kenlowe fitted ahead of the radiator core. Often on an open road summer run the fan will not come on until the engine has been stopped and heat soaks into the system.

The XPAG cooling system does at least have a basic water pump whose job it is to take cold coolant from the bottom of the radiator, pump it down the block passage that runs behind the exhaust manifold and then into the back of the cylinder head through the large long hole in the head gasket and forward, where if it is still cool, it goes back into the circuit via the bypass hose or if hot then through the thermostat housing and into the top of the radiator.

This cooling system in some ways is quite clever because it sends the majority of the cooled coolant directly to the hottest part of the engine, that is the rear of the cylinder head and pretty much leaves the water jackets around the bores to take care of themselves by thermosyphon. This is clever because you get an evenly and well cooled head and relatively hot bores which is good for longevity and efficiency. I don't want to talk about

the usual cooling system components save to say that they need to be in good condition and not leaking. What I do want to mention is the coolant itself and note that I call it coolant and not antifreeze or water. If there is anyone out there still running their system on 100% water, then I say you are either, brave, rich or foolish.

I use a coolant composed of 50% water and 50% ethylene glycol to GM specification 1825-M. Ethylene glycol is often referred to as antifreeze as this is perceived to be it's main function. In the case of the GM specification it contains other additives which help it perform a much wider range of functions. These include corrosion inhibitors to protect both ferrous and aluminium metals from oxidising rapidly in the hot environment and the air carried in the cooling system. It also conducts heat efficiently from contact surfaces, lubricates water pump seals, reduces evaporation and of course at 50/50 will protect against freezing most places in the UK. It has another significant bonus because its boiling point is higher than water alone and at 50/50 concentration at sea level with a non pressurised cooling system the coolant boiling temperature is now 107°C. This gives you a useful safety margin over water alone by maintaining coolant stability to a higher temperature.

So you see that coolant can do a lot for you and your car but like everything good it does have some disadvantages. Ethylene glycol reduces the surface tension of the coolant below that of water, which means that if you have a leak in your cooling system, it will find it. Ethylene glycol is a combustible mixture, not with a flash point like petrol, but it will burn under extreme circumstances and it is poisonous if swallowed. I suggest, like me, you stick to the Scotch instead. Nor should you pour it down the sink or drains, as it doesn't do the birds and the bees much good either. There are other good Ethylene glycol based coolants available in the market, I have only quoted the GM specifications because I know them, but beware of coolants that do not show standard conformity and composition.

An integral part of the cooling system is the fan belt. It drives the water pump and the dynamo and the fan. Do not over tighten this belt, it only needs to be tight enough to transmit the power required by the ancillaries it drives. I have seen belts as tight as violin strings, all this does is to increase friction and damage the water pump and dynamo bearings. If, like me, you have removed the fan, the belt has even less power to transmit and if you use a modern toothed style belt then they transmit power more efficiently. You obviously need to have the belt and pulleys free from engine oil and coolant residues but it only needs to be tight enough not to slip.
The standard thermostat arrangement is relatively complex on the TB/C. Not only is it a heat sensitive water valve but it also redirects the coolant flow when open by moving a sleeve to block off the bypass circuit so all the

water goes through the radiator. The original type thermostat is becoming quite rare and is often missing or not functioning. If you have no thermostat in your engine and have the bypass hose in place then it is hard to say which way the coolant is going round your system, it certainly will not be as efficient as it should be. If you use an aftermarket Moss type aluminium thermostat housing with a wax capsule type modern thermostat then I suggest you permanently block off the little bypass elbow where it connects to the housing. This way, all your hot coolant will go through the radiator because the modern thermostat does not have the facility to close the bypass.

I have also been experimenting with a radiator overflow bottle to reduce the need for daily topping up of the cooling system. While this is not a new idea it works really well with the radiator overflow pipe directed into the bottom of a jar and with the lid open to atmosphere via an overflow pipe. When the coolant expands it fills up the jar and when the engine cools it sucks the coolant back into the radiator. Right now I am using a Branson pickle jar and must find something more aesthetic!

Watch out for the next Tip and in the meantime write to me with your comments or tips at ***Totally T-Type***.

John Gott - A life in the Fast Lane By Roy Ingleton

The name of John Gott will be well known to quite a few members of the T Register, given their interest in motor sport in the heady 1950s and 60s. Even those to whom this legend is totally unknown will be fascinated by his story, touching as it does on a moderately comfortable youth, a heroic war (twice decorated for gallantry), a very successful police career (Chief Constable of Northamptonshire) and the world of top class rally driving, culminating in his leadership of the great BMC rally team in what many regard as the 'Golden Years' of international rallying. All this, and his untimely death in 1972, doing what he so loved doing – racing his well-known red Austin-Healey – is the stuff of adventure fiction but, as is so often the case, the truth is superior to fiction.

John Gott had a long association with MGs (from T-Types to MGAs) and his is a tale which has long cried out for telling. At last, Roy Ingleton has written the full story of this paradoxical figure, evoking the era of great international rallies, painting vivid pictures of hard-fought club races, and all combined with life as a senior policeman, during the second world war and afterwards.

Extensively illustrated, this book is a must for any fan of motor sport (especially the great rallies like the Alpine, the Liège-Rome-Liège, the Monte Carlo), club racing or anyone who just likes a good read. It is published as a limited edition, retailing at £14.99. However, the book is available to T Register members at the reduced price of £13.99 post free. Cheques payable to 'MGCC T Register' should be sent to John James, Regalia Secretary, 85 Bath Rd, Keynsham, BRISTOL BS31 1SR.

TB/TC/TD/TF Oil Filter Development – Bob Grunau

All the T type MGs have always had replaceable full flow oil filters.

TA:

The TA had a separate oil filter with a replaceable felt element. Some adapters have been manufactured to allow use of a spin-on filter but as far as I know these are not yet commercially available.

Ed's note: TA owner, Lech Zakrzewski, described in the T Register 'Bulletin' of August 2001 how he modified the original Tecalemit filter housing on the TA to take the paper filter produced for the BMC "A" series engine. If you are a TA owner and didn't see a copy, John James can send you a photocopy. Lech is also happy to provide further information, which can include a copy of the drawings and fitting instructions.

TB/TC/early TD:

The TB/TC/early TD had a separate replaceable canister filter attached to the left side of the engine block. This canister was of the throw-away type and did not have a replaceable element. Over the years these replaceable canisters became harder and more expensive to find. Consequently, various filters were designed with replaceable elements for the TB/TC/early TD. The first attempt at a replaceable filter involved modifying the original canister to accept a replaceable filter element. Usually this involved cutting the canister open and allowing the bottom of the canister to be removed to allow replacement of the internal element. Vokes was a popular brand of replaceable element oil filter. This design simply split the original type canister in half and allowed removal and replacement of the internal element. This filter looked exactly like the throw-away canister. This was a satisfactory solution in the 50s and 60s. However, recently the replaceable elements required for this modification are themselves harder to find. In addition, because of the oil flow direction from inside to outside (same as the original canister), some difficulties have been found where the filter blocks the outlet pipe from the canister. The reason for this is that the filter element being used was itself not designed to have this flow direction. Loss of oil pressure results.

Enter the spin-on oil filter adapter. The early versions of a spin-on adapter were somewhat flawed in design. Some simply used the same oil pipes and oil flow direction as the original canister. That is oil flowed into the filter adapter through the top centre connection, through the filter, and out the side connection to the block. This could cause problems as the modern spin-on filter is usually designed to accept flow from the outside to the

inside of the spin-on. A large majority of spin-on filters have an internal flap valve which only allows oil flow from the outside toward the inside. These spin-on filters would allow no oil flow with the original oil flow directions.

A second generation of spin-on adapter had a cast aluminium adapter with holes drilled in the adapter to allow proper outside to inside flow of oil through the spin-on filter. At least the oil flow was correct. However some of these adapters had a very poor method of attaching the spin-on filter and relied on a simple set screw to hold the filter boss in place. These were known to fail resulting in the spin-on filter being blown off the adapter and instant loss of oil pressure.

One of Bob's oil filter adapters fitted to a TC (described below)

Oil filter adapter – this time with a late TD pump, flexible oil lines and a heavy duty mounting strap on Bob's race TC.

Most recent design of spin-on adapter replicates the top half of the original canister. It uses original mounting to block, original oil lines and banjo bolts. The machined aluminium adapter is cross drilled to accept oil flow from the pump into the top centre of the adapter and through a cross drilling in the adapter supplies the oil to the outside of the spin-on filter. Oil flows through the filter and exits out the inside of the spin-on filter into the adapter. Another cross drilled hole in the adapter allows the oil to exit the adapter from the side and then through the "U" shaped pipe to the engine block. The cross drillings in the adapter are sized to be larger than the oil lines or banjo bolt bores. Hence there should be no loss of oil pressure or flow due to the adapter design. Banjo bolt connections and spin-on filter attachments in the aluminium adapter are through steel bosses threaded into the aluminium. Therefore there is no need to ever disturb the threads in the aluminium adapter. In addition, the bosses have a 1" hex to allow a wrench to hold the adapter while tightening the banjo bolts, therefore putting less

torsional strain on the oil pipes during installation. Replacement of the spin-on filter is a simple matter of screwing it on from below. Use of an MGB filter - Fram PH-966 - results in the installation with the adapter being very nearly the correct overall length and diameter as the original canister. Now oil filter replacement is simple, clean and inexpensive. Just do it every time you change your oil. .

Late TD/TF:

Late TD/TF oil pumps had the filter integral with the pump and the filter cannister screwed directly onto the rear of the oil pump. This design allowed easy and inexpensive replacement of the filter element. A fairly simple adapter is available to allow use of a modern spin-on filter element. The oil flow through the filter is from the outside towards the inside so no problems with using a spin-on filter with a flap valve. A spin-on filter is less messy to install than the original canister element. Use of a Fram PH-3600 filter results in very nearly the same original overall length compared to the original canister.

BOB GRUNAU, MISSISSAUGA, CANADA

Ed's note: Judging by the blank looks I got from a few motor accessory shops, I don't think the Fram PH-3600 is readily available in the UK, as it's a North American vehicle application.

I have purchased an oil filter adapter for my TC from Bob and (like all the parts he makes) it is beautifully engineered. The cost is around £45 plus postage but it is likely that we can avoid the cost of postage as it looks as though a small quantity can be brought over in late March. I f you would like one of these adapters, please get in touch with John James without delay.

FOR TA OWNERS

Whilst on the subject of parts, it has come to my notice that the front leaf springs for the TA from chassis number 2254 are not, to the best of my knowledge, commercially available. Up to chassis number 2253 the TA front spring is the same specification as the Triple-M C, J4 and PA/PB models and it is these springs which are commercially available and sold as PA/PB & TA/TB front springs. The main difference, apart from the thickness of the leaves, is that the later springs have the main leaf as the first leaf whilst the earlier ones have the main leaf as the third one down (under the top and second rebound leaves).

If there is sufficient interest to get a batch made of the later type spring, I would be prepared to organise this on a non profit making business, so perhaps TA/TB owners would let me know if they are interested so that I can gauge whether it is going to be worth organising a batch. **JOHN JAMES**

THE SAGA OF THE SAGGING FRONT LEAF SPRINGS ON TC0750

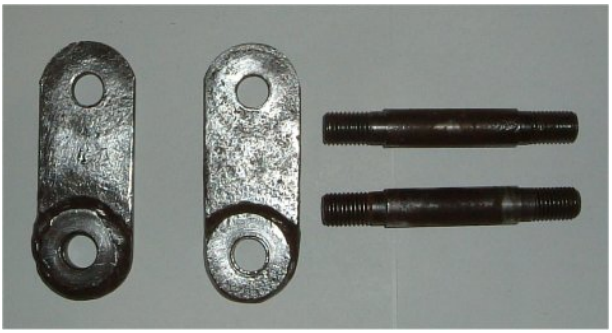
I seem to go through life doing one job and making half a dozen others! My TC (known as "The Vicar's Car", because the Reverend John Green owned it from almost new in 1946, until he sold it to me in 2001) is in need of quite a bit of work mechanically, albeit it has a current MOT, and some attention to the bodywork would not go amiss. However, it is basically very sound and pretty original and goes very well. But I digress!

The story starts from when I was reading Jim Buell's excellent little booklet "The M.G. TC Front End" (available from the Register at £2.50 plus £0.75 postage). When I got to page 13, which deals with the front springs, I thought that I had better do some checking. The reason for this was Jim's introduction to the subject, and I quote "The front springs and their mounts are another source of concern. After all these years, springs tend to sag, or they may be broken". The checking I did was to follow Jim's "quick check" that "there should be approximately 2" between the conical shaped rubber buffer and the buffer pad when the car is on the ground (loaded clearance should be at least ¾")." Well, shock, horror! I could hardly get my finger between the rubber buffer and the buffer pad so clearly, something had to be done.

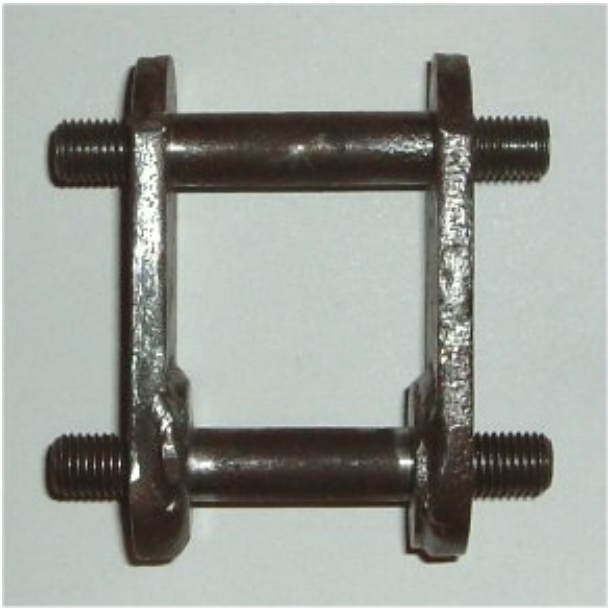
I started off quite well. By that I mean that I ordered some new front springs from myself (I sell leaf springs for Triple-M and T-Types!). Fortunately, they were in stock. From then on, things didn't really go all that smoothly. It is probably not a very good advert for my springs (but I suspect that they all come from the same source so they are probably all the same, wherever you buy them) that the spring eye was found to be out of round by nearly 60 'thou. This was discovered when I sent the springs to be bushed (it's a good idea to get the springs bushed because you can get a perfect fit between the bush and the pin, which prevents wear on the pin). Having overcome that problem, I started to take the nearside front spring off the car, using my trusty 'Blower' Manual.

The nuts holding the rear shackle pin plates were not very cooperative, probably not having been disturbed from their slumber for 57 years. However, liberal squirts of spray penetrating oil and some patience (which I did not possess in my younger years, resorting instead to a large hammer, often with disastrous consequences!) produced dividends and they yielded their grip without too much of a fight. The same couldn't be said for the shackle plates and the outside one just would not come off (perhaps it had "welded itself" to the flanges of the rubber bushes?). As I was not having much luck with the

outside one, I tried the inside one and having removed the nuts and with some judicious tapping, the shackle pin plate and the spring washers fell to the ground. Damn! – in falling to the ground, I didn't see which way round the plate goes but I soon worked this out because, once the inside shackle pin plate was off, the outside plate could be withdrawn still attached to the shackle pins. For the benefit of those who have never removed their front springs, I took a couple of digital photographs of the rear shackle pin arrangement and these are reproduced below:



The first 'pic' shows the shackle pin plates (part no. 99564 in the TC Parts List) and shackle pins (Part no. 99557). The shackle pin plates are ¼" thick but this is increased by 1/8" at the bottom (the reason for which will be explained later).



This 'pic' shows the shackle pins fitted to the plates. The diameter of the pins is ½" for the middle 1¾" of the overall length of 3⅜". The remaining 1⅝" is 7/16" diameter for 13/16" each side with ⅝" being threaded and 3/16" not threaded – I hope this makes sense! As can be seen, the top pin takes two wider rubber bushes than the bottom pin (this is explained later). The shackle plates are bored out ½" for a short distance of ⅛" at the bottom to allow the ½" diameter of the pin to pass through.

I said I would explain the reason why the shackle plates are thicker at the bottom than at the top (it looks as though a ⅛" washer has been brazed on to each one). Well the explanation is that the top shackle pin passes through a tube which goes through the chassis, which is 1½" wide, whilst the bottom pin passes through the back (as opposed to front) eye of the leaf spring which is 1¼" wide. Therefore, to keep both shackle plates parallel, an extra ¼" is required at the bottom – hence the need for the 2 x ⅛" washers.

I'm sorry if this all seems a bit tortuous but please remember that I'm typing this against a deadline to get the magazine finished. Also, I'm sorry if I have stated the obvious to quite a few of you but in "teaching grandmother to suck eggs", one or two of you might just have learnt something.

I should really have mentioned that before removing the front and rear shackle pins I removed the bolts which secure the spring to the axle (which were all bent at the bottom). I also observed that the ¼" x ⅝" BSF countersunk set screws which secure the buffer pad to the spring bolts would be easier to unscrew in future if they were to be changed for allen screws so I intend to change them.

Now to the real point of the article (I've taken a long time to get there!), which concerns the length of the rubber bushes. The original bushes fitted were "Harrisflex" and I can still see this name stamped on some of the ones I have removed (which confirms that they have probably been on there since new!). The bushes listed in my copy of the Service Parts List (Fourth Issue) are ACA 5242 for the top shackle bolt and 99557 for the bottom. These might have been BMC replacements as ACA 5242 has other applications.

I have bought some ACA 5242 bushes from two sources and they measure different widths! As can be seen from the 'pic' above, they are of slightly different widths. The ones from Moss (the two bushes on the right) measure

13/16" (not allowing for the 3/16" flange). The ones from the Morris Minor Centre in Bath (the two on the left) measure ¾" (not allowing for the ¼" flange). They cannot surely both be correct, so which do I use for the top shackle pin? Well, if you remember, I mentioned earlier in the article that the tube which goes through the chassis to take the top shackle pin is 1½". If I were to use the shorter bushes, they would be an exact fit in the tube and when the shackle pin and the shackle pin plate is assembled and the nuts tightened, the bushes would not be compressed. So the longer bushes get the vote as there is 1/16" of each bush to compress.

Now to the bottom bushes. The measurement here is ¼" less (remember that the width of the spring is 1¼" as opposed to the 1½" of the tube through the chassis), so applying the same logic about compressing the bushes, one would take ⅛" off each ACA 5242 bush from Moss, making each lower bush 11/16". However, in their catalogue, Moss advise that "Lower bushes" (they are referring to ACA 5242) "should be trimmed ⅝" shorter prior to installation". The reason for this is not clear and I intend to write to Moss to ask them for an explanation (which I'll publish in the March magazine).

I haven't yet removed the off-side spring as I'm shortly due to take the car to Peter Cole's house for Peter to take some "originality shots", which he is hoping to use for a Yearbook article. I shall therefore put the nearside back together without using the new spring for the time being. However, in for a penny, in for a pound, I've decided to renew the whole front end, including king pins and bushes and track rods. At the same time, the steering box is going to be reconditioned and I've got some of Bob Grunau's stub axle pins to get fitted. When all this is done (could well be the subject of a few more articles!) I am hoping that the TC will steer as well as my PB, which is a delight to drive along a twisty road.

Just one more thing. At the same time as I write to Moss, I'm going to contact the poly bush manufacturers to see if I can find out their specification for their equivalent of the ACA 5242 rubber bush. **JOHN JAMES**

THE 2003/2004 YEARBOOK

At the time of writing (early January) it does not seem likely that there is going to be enough material to produce the new Yearbook in time for 'Rebuild'. More material is urgently required, especially technical articles. Please contact Peter Cole (01243 867687) or e-mail peter.cole@onetel.net if you think you can help with a contribution.

MORE T REGISTER NEWS

RACING REPORT – T RACING IN 2003

2003 saw the introduction of The Heritage Series of seven races, devised by David Bishop. The races were at Oulton Park, Rockingham, the Heritage and Hanks races at Silverstone International, Bentley Drivers' Club meeting, Cadwell Park and finally, Brands Hatch in October.

The season has been full of incident, with mutually supportive drivers being highly competitive on the track. Some fastest laps have been achieved amid strong competition from other models, and exciting dices on the track. In my first season with these racers as the Competitions Secretary, I have been enormously impressed by their friendship, their collective talent for racing, and a consummate ability to keep the cars in tip top condition.

For the record, most T Racers are in Class C (full race T, MMM and also standard MGA) except Richard Green, Class B (road modified T or Y type cars) and Alex Quattlebaum and Stewart Penfound (joined at Silverstone by George Edney) who have raced their specials in Class D. David Bishop must be thanked for setting up this Heritage series (and the most generous offerings of sustenance after each event to the drivers!). Dave, Jonathan Harmer and Steve Barlow have had the most finishes in this series.

The first day out at Oulton Park was combined with the Anglia (ex-Phoenix) cars, which comprised three Metros (very fast!), 4 Midgets and 2 MGBs. In practice, Richard Green seized his new engine and didn't make the race. It was his first outing since his last blow-up 18 months ago so he needs a bit of good fortune to come his way. Andy Cox pulled up with overheating, but started the race. Stewart Penfound smelt petrol during practice, and found the front carb bowl hanging off when back in the paddock. In the end, Alex Quattlebaum was quickest overall in Class D, Stewart Penfound also having a good day in his Lester and beating his own time of the previous year. David Bishop won in Class C, leading Alastair Naylor and Jonathan Harmer. Edwin Driver also had a successful day in his TR2.

Rockingham's new circuit was our next venture, in May, and drew six entries. Heavy rain threatened but in the end our race was dry. I made my first race as the new Comp Sec, and honours today went to Bob Allen who led the class C group at high speed (to be repeated at Silverstone), David Bishop and Steve Barlow coming in second and third. Steve, by the way, won all his races in the following four events he took part in!

The Silverstone weekend saw Charles Harmer's engine blow up in practice on Saturday morning, and after much consideration, he decided to go

home and collect his spare engine which would then need fitting. Steve Barlow came to his assistance in a big way, rising at 0400 on Sunday morning to remove the offending engine and start replacing the new one. All was ready for practice on the Sunday morning. Meanwhile, the Hanks on Saturday afternoon gave Alastair Naylor with an oil leak, so he went round the track in something of a cloud of smoke which the commentators couldn't make out at all – they were certain it was a binding rear wheel! In the Hanks, Steve Barlow led with Bob Allen and George Edney second and third in Class C. Richard Green and Alex Quattlebaum each won their classes respectively B and D. Later in the afternoon, Bob Allen led Steve Barlow in the Colonnade Residential Thoroughbred Sports Cars (our two T Type entrants in this one).

Sunday saw the practice and race for the Heritage Sports Cars. George Edney was fastest on the track in his Lester, and Steve Barlow led in class C, Dave Bishop and Tim Patchett second and third. John Bussey had a superb drive and was fastest in Class B. And so, another fine Silverstone weekend, weather dry and sunny (mostly – a bit threatening later on Sunday afternoon), and this pattern of warmth continued through the season.

At the Bentley Driver's Club meeting, late August at Silverstone, there were further incidents in amongst some fine racing on and off the track. Charles Harmer realised he had forgotten his racing overalls on the way to Silverstone, and never eventually got there (traffic and tow car breakdown). We combined with the ACs, Stewart Penfound had a tremendous dice with Richard Green and two AC Aces, looking good until his throttle spindle broke (not for the first time this season) at a critical moment. David Bishop had problems with rocker gear, so Alastair Naylor gave him his own (typical T Type Sportsmanship) as his car wasn't going to race anyway, having lost oil pressure and run a big end in practice.

The following day took us to Cadwell, where the race was amalgamated with Colonnade. Alastair didn't start after Silverstone, but turned up to support. . Of Heritage Sports Cars – qualifying – S Barlow/T Patchett were on the same row of grid, with Edwin Driver in his TR2 between Tim/Steve and the rest of the T types field. In the race Tim Patchett led Steve Barlow only to drop out on last lap with no oil pressure. Anthony Atkinson and John Bussey had a race long dice with changes of position, Anthony finally crossing the line before John with Charles Harmer close behind. Frank Albers completed the finishers with his very distinctive sounding blower. Edwin Driver won the class HB in his TR2.

In October, a lovely day at Brands Hatch finished the series. Few drivers, but we were joined by two MGAs and two beautiful Morgans. Steve Barlow led from the start, very closely chased by Tim Patchett; at one point there

was, as the commentator put it, a 'battle Royal' at Clarke Curve – in fact, Steve generously stated after the race that had Tim been able to overtake on this tight course, his would certainly have been the faster car. Dave Bishop remained in the middle of the field throughout, dicing excitingly with the two MGAs, and gaining well on one of them. Anthony Atkinson and Charles Harmer also had a splendid dual earlier in the race, Charles eventually taking Anthony's earlier lead and keeping it throughout. The first two cars, Steve and Tim, lapped the rest before the race was over.

There was discussion during the day about who we might continue to race with next season, and who might be added to our interests or loyalties. Over the winter, there is no doubt that plans will continue, and that another excellent season lies ahead. If readers are interested in racing their T types contact Christopher Tinker (Comp Sec) in the first instance for further details and advice. 01473 461252 or email ctinker@supanet.com

The final points for the Heritage Series were given in the January edition of ***Safety Fast!*** **CHRIS TINKER**

SPECIALS REPORT

It is hoped to have 16 XPAG Specials at Silverstone in 2004. There is increasing interest in these cars and they are quite a sight to behold when parked together.

John Bishop has generously donated a trophy (the "John Bishop Aggregate Trophy") which, in its inaugural year, will be awarded to the driver of the XPAG Special which accumulates the most points in three designated hill climbs. The hill climbs are at Prescott, Loton and Wiscombe. Points will be awarded on the basis of 5 for a win and then progressively downward to 1. This presupposes that 5 cars will be competing. If there are more at a particular venue, then the points available will be increased so that all those taking part will always gain at least one point.

John's particular wish was that the venues for the competition should enable people from all over the country to compete – hence the selection of Wiscombe in the South and Loton in the North.

All that is required now is the support of the XPAG Specials drivers to get the competition up and running.

(Based on Newsletter No. 21 from Keith Hodder to the T Register XPAG Specials Group with a little bit of embellishment from the Editor – but thank you Keith for all your work for the Group.)

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