T REGISTER

Totally T-Type

ISSUE 15 MAY 2006

TC4134 - a well-known Special in Australia (see Page 23)

Peter EDNEY
Classic & Sports Car

www.peteredney.co.uk

pe@resource-1qq.prodigynet.co.uk

Classic and Sports Car are one of the leading MG T Type specialists in the UK. With an enviable reputation for quality and with unrivalled knowledge of the T type model, we provide the MG owner with the support and confidence to keep their beloved MGs in fine fettle.


Service department


T Type restoration


XPAG engine rebuilds. 3 year warranty


5 Speed conversion


Racing pedigree

We are the manufacturers of the original Laystall Lucas power cylinder heads. Aluminium head with bronze guides. **£1050.00**

Rear main oil seal conversion. Forget what you have heard, these work superbly well. Machining will be required to you main cap. **£125.00**

Differential oil seal conversion. Easy bolt on fitment. Beautifully made and works extremely well.
TB & TC **£48.00**

Spin oil filter conversion for the late TD and TF oil pumps. Easy to fit and, change and uses a modern finer filter element. A must have item. **£35.00**

All XPAG parts stocked and available mail order.

Timing chain	£ 8.50	Oil filter. TD TF.	£ 7.50
Piston set. Solid skirt, thin ring	£195.00	Oil pump bolt kit.	£20.00
Modified cam followers.	£ 8.00	Bearing shells. Big ends.	£18.00
Our own road/sports camshaft	£198.00	Bearing shells. Mains.	£45.00
Gaskets sets. Full or individual	£ POA	Mains studs.	£ 2.80
Lead-free head conversions.	£298.00	Nylock main nuts.	£ 2.20
Big end bolt kit. Racing quality	£ 68.00	Head studs.	£ 1.90
Oil pump drive gear set.	£ 27.50	Cam bearing set.	£40.00

All prices exclude VAT

Units 2 to 4, High Easter Rd, Leaden Roding, Essex. CM6 1QQ

Tel: 01279 826 102

THE EDITOR

Welcome to Issue 15! My first priority is to remind those of you who haven't renewed your subscription for 2006 (and there are quite a lot of you) that this is now long overdue. If you fall within this category you will find a little reminder slip inside the front cover of this issue. If by the time you read this you have renewed recently (having acted on the reminder in the May "Safety Fast!" Newsletter) please accept my apology as there is just over a week's time lag between penning this editorial and me sending out the TTT copies from the Printers. Also if you think you have paid but I have sent you a reminder, please get in touch as I have been known to make mistakes!

The high non-renewal rate is probably down to me as I should have issued a reminder in the March TTT, but such was my preoccupation with getting TTT out early to coincide with the Register's 'Rebuild' event that it slipped through the net in the order of priorities. So please, renew promptly, as I don't want to lose any subscribers. However, if I have not received renewals by the end of June I will have to remove names from the distribution list for the July TTT.

Whilst we are on the subject of TTT, the Committee has agreed in principle to a full colour TTT for 2007. Quite how we are going to pay for this remains to be decided since a full colour TTT costs appreciably more to print and with a relatively small run of 500 copies we are not able to take advantage of economies of scale. However, we have a small bonus from July onwards in that our postage bill for UK items will be going down as we have fallen lucky within Royal Mail's revised tariff structure, which is principally based on charging by size. We are also going to invite Internet subscribers to offer a donation via PayPal.

The other bit of good news is that I am aiming to get November's TTT out to you in full colour since, looking through my crystal ball, (and assuming you all pay up for this year's subscription!) I think that there will be enough of a surplus to pay for this. This is largely due to a combination of this year's subscription only buying five issues (as opposed to six), lower postal charges and subscriptions in excess of the asked for £6 from ……*.continued on page 4*

quite a few of you (for which I am very grateful).

I reported in January's TTT that the cost of the Department of Trade and Industry's investigation into the collapse of MG Rover had hit £2.1million, which was £1m more than first estimated. Well, guess what? – the latest spend figure is £3.1m and it is forecast that the final spend will top £10m if spending continues at its present level. "And there's more!" as a comedian, whose name I can't remember, used to say – if it wasn't so tragic it would be funny – the House of Commons Trade and Industry Committee is also conducting an investigation and The Financial Reporting Council is investigating MG Rover's auditor, Deloitte, for its auditing and consultancy work. What next? Is there room for the European Parliament to rake over the coals as well? …… I'd better not say any more or I'll get into trouble!

What does the term "fettling" mean to you? To me it means spending some time to get a part to fit properly (for example, it might entail some careful filing) I'm sure that some of our overseas readers might not be *au fait* with the term. I was therefore interested to hear the following from fellow TC owner, David Lewis, "According to my dictionary (Chambers) it means in the intransitive form (the way T-Typers tend to use it) "to potter fussily about". So now you know and may you all spend many a happy hour fettling away!

The Register will have two new items for sale at Silverstone. The first is a reproduction of the TA Sales Brochure to commemorate the 70th Anniversary of the TA. This has not yet been produced, but will be up to the high standards of our May 1946 TC repro brochure and our late(ish) TD brochure and will be available in time for Silverstone. Cost is expected to be £4 plus postage. The other item is a half size (we think) reproduction of the TC body drawing. Though half size, it is pretty large (getting on for A1 size) and will come with a cardboard tube. Cost is expected to be £3 plus postage and again, will be available for Silverstone.

Peter Jones has asked me to mention Oaksey Auto and Aero '06 Charity Day on Sunday 2nd July. Peter says "The main theme, as ever, is to invite those people not fortunate enough not to have an MG to come along and share our fun. Entrance fee for club members is £5 for your car and all the occupants". All money raised is going to the Wiltshire Air Ambulance Appeal and to local charities. Peter adds "This year we are going to have a real Gymkhana, stop on the cross, dribble the ball into the bucket etc. A whole load of fun tests which need a working passenger. This year we are joined by the incredible 'Flying Circus' of the De Havilland Moth Club's annual tour, who will arrive for lunch and stay for the afternoon. They are bringing as many as forty of their classic aircraft from the 1930's and 40's and they are going to line up facing us on the airstrip. This outing has an MG flavour about it as the tour manager is Ron Gammons.

Oaksey is near Malmesbury in Wiltshire and the organiser is Tony Blake, 38 Braemar Crescent, Filton Park, Bristol BS7 0TD Tel: 0117 969 0650.

T REGISTER NEWS (Compiled by John James)

EVENT UPDATE

1. 'Rebuild' 2006 As predicted, we had a "full house" for this event with an attendance of just over 100. On page 21 of this issue you will find an article by Peter Cole, this being part of his talk on fuel pumps.

2. Annual TA 'Natter' UK subscribers should receive this issue before the start of this event, which takes place on **28th May** at Radley College (near Abingdon). The 'natter' coincides with the start of the Abingdon Works Centre's Old Speckled Hen Run. Full details have been published in previous issues of TTT and if you want to come along, but have not yet booked, Dave Heath 01934 625242 is the man to contact.

3. Silverstone International Weekend 23/24/25 June The Friday early evening 'natter' "kicks off" around 5.30 pm. It is being held in the tented area in the competitors' paddock where the display of XPAG Specials is assembled.

The Register stand will be in the main MG Car Club marquee from Friday morning until close of play on Sunday afternoon. Offers of help to man the stand would be appreciated:

The sessions required are:

Friday		11.30-1.30	1.30-3.30	3.30-5.30
Saturday	9.30-11.30	11.30-1.30	1.30-3.30	3.30-5.30
Sunday	9.30-11.30	11.30-1.30	1.30-3.30	3.30-4.30

Please contact John Steedman JohnHWSteedman@aol.com or phone 01962 760328 if you can help.

4. **Shuttleworth 2006 – 'T' Party** Full details of this event have been given in previous issues of TTT. Organiser, Graham Brown, has received an encouraging response, both for the Saturday Run and evening meal and the Summer Air Display on **Sunday 2nd July.** However, the main event on the Sunday (the Saturday Run is optional) has been booked on the basis that we will take up our allocation of 60 cars, so if you have yet to book, Graham would be pleased to hear from you. He can be contacted by phone on 01234 358729 e-mail graham@isisbedford62.freeserve.co.uk or by 'snail mail' to him at 12 Isis Road, BEDFORD MK41 7BP. There will be an advert for this event in the June issue of "Safety Fast!"

5. **The Autumn Tour** Organiser, Grant Humphreys has recently provided me with an update on the arrangements for this year's Tour of the

Yorkshire Dales. The rooming list at The Cedar Court Hotel has now been finalised, as have the dinner menus, including the Gala Dinner (which is going to be preceded by a wine reception). Having taken care of the 'domestics' Grant and Barbara have mapped out the first day's Run, which takes in too many Dales to mention, but sounded absolutely stunning, so much so that I can't wait to get there! They are shortly going to plan the second day's Run and will then seek the normal route authorisation from the Motor Sports Association and inform the Police.

Entries for this event (64 cars) closed almost as soon as it was advertised. If you are taking part you will not receive further details for some time yet, but please be assured that everything is in hand for a successful Tour.

6. Practical Skills Workshop There are no further details yet for this event, which is being held on 17th September at the Workshops of Peter Edney Classic and Sportscar in Leaden Roding, Essex. Organiser, Graham Brown is still digesting the feedback sheets which were handed out at 'Rebuild' on what topics you would like covered at the Workshop but bodywork and brakes feature prominently. If you have any suggestions, please feel free to contact Graham (his contact details are given in item 4 on the previous page).

7. **'T' Register Trip to France** At the last Committee meeting the possibility of organising a trip to France in May 2007 was briefly discussed. This needs further research (and somebody to organise it!) and a further report will be made in July's TTT.

8. **Autumn Tour 2007** Next year's Tour is to be centred on Sussex and Peter Cole has kindly volunteered to organise it. Further details will be issued later this year.

TC0272 + TC0273 - Back together after sixty years
Early TC Details

by Tom Wilson
Indianapolis, Indiana USA
TWilson@Indy.rr.com
Driving TC4378, restoring TC0272 & TC0273.

I'm the current owner of both TC0272 and TC0273, the 21st and 22nd TCs built. Both came out of the factory in late September/early October 1945. 272 was sold by Bradburn & Wedge in Wolverhampton and registered to a person named Allen on October 6, 1945 (License plate registration DUK 320). 273 was first registered on November 16, 1945 (license plate MG 6934). I have the Great Britain Registration Book for 273 back to 1960; in England it changed hands 5 times between 1960 and 1971.

I purchased 272 in November 2000; what looked pretty, turned out to be a very poor restoration of a tired car by the previous owner. It needed a complete rebuild – especially after a spun rod bearing on the way to work! My career left little time to do the project, and as I felt a car this early should be properly restored, I called on the services of Tom Metcalf at Safety Fast Restorations and Craig Seabrook at The Whitworth Shop. Both are in Ohio (middle of USA), and they are amongst the best at accurate, proper restorations of T -Types. As with most extraordinary craftsmen, one waits in line until they can get to your project; the wait turned out to be a couple years before restoration started.

Meanwhile, through a chance encounter on the MG Owners Club website, I came across TC0273. It was brought to the States in 1971 by a US Air Force chap being reassigned from Britain to the USA. He never registered or drove it here in the USA, and it changed owners in 1980. That owner disassembled the car, stored the chassis in his garage (under a long door TR2!), and the rest of the bits went under his house in a damp crawl space. There it stayed until I purchased it in 2002. It was quite an adventure buying 273 – enough to be a full story in a later article.

So now I had together two of the earliest TCs, one already in line for restoration. Being very early TCs with consecutive chassis numbers – wouldn't it be neat to return them to new condition and keep them together as a pair? I think they are an important part of the history of the TC, and they should be restored to a condition worthy of their history.

The early TCs (and by early I mean the first 100 cars or so) have many details much different than later ones. There are many little pre-war parts, and lots of details are different than later cars. This is likely due to the "cobbling together" cars from parts on the shelf. Several people I know are keenly interested in

these details, and we are restoring TC0272 & TC0273 with these details carefully preserved. Peter DeBruyn (TC0252) has contributed info to this article, as has Tom Metcalf (who also just completed restoration of TC0257 (owned by Roger Melton). Here are some of the details we've identified. Not all are included, as the common ones have been frequently documented. If you know of other details not included here, please forward them to me (TWilson@indy.rr.com). We're interested in getting the detail list as comprehensive as we can!

Tubs

Fred Kuntz and Craig Seabrook of The Whitworth Shop know a lot about the early tubs, and their finds are included in these notes. I'm guessing the system for tub production wasn't worked out yet, and items were changed a couple times until they settled on a standard build. The early tubs were built in batches (as I guess all things were); TC0272 has Body Number A1143 while TC0273 is A1125 (per Peter DeBruyn's notes, TC0254 has body A1146). Differences include *(see photos on next page)*:

- The cross brace is wider, and is inset where it attaches to the side pillar hinge post. It attaches to the post with a wood screw and a machine screw into a T nut.
- The upper hinge reinforcement does not extend back and attach to the wheel well like it does on later cars.
- The upper hinge leaf that attaches to the hinge post has two diagonal holes and not two vertical holes and a wood screw.
- All of the joinery on the three dog leg pieces is different.
- The rear corner block is completely different.
- The backboard plywood extends all the way to the top of the upper rear cross rail. There is no angle on the top of the rear upper cross rail.
- On the doors, the bottom liner folds up and over only at the rear corner. The rest of the way it is nailed on up from the bottom.
- Cutouts on the front tonneau cross rail (left over from TB for battery cutouts).

Fred also says: "The latest TC that I have seen with this type of construction was TC 0529. I don't know just how much longer they made them this way before they changed to the later style of construction. They made small changes as they continued production."

Scuttle

Very early cars had the tool and battery boxes scabbed on. It appears the factory took a TB firewall, cut out the tool box, and patched in a replacement tool/battery box panel. I've seen this on TCs 252, 254, 257, 272, and 273. Fred Kuntz says he's never seen this on a chassis later than 273. I've heard TC0309's scuttle was this way though. I think they only did this until they used up what was laying around from before the war, which probably wasn't very many.

Above: **Original cross brace inset**

Right: **Original tub hinge pillar**

Above, right and below:

Early tub detail

The guarantee plate for 273 lists engine XPAG 912, while the engine plate shows XPAG 976 (and the number punched into the back of the block (top of the boss above the rear core plug) is 33, which doesn't match either!). ***(Please see Ed's Note at the end of this article).***

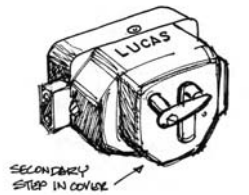
In December 2005, Craig and Fred (of The Whitworth Shop) completed rebuilding the tub for TC0272. TC0273's tub is well underway, and I expect it to be complete within the next several months. These early tubs have several differences in their construction when compared to later tubs. Most of these details center around the pillar post areas. Firewalls were also different on these very early cars. It appears they took a TB firewall, cut out the tool box, and patched in a replacement tool/battery box panel. Both 272 and 273 are this way, and that I've heard of, earlier chassis' also have a firewall like this.

Chassis Details

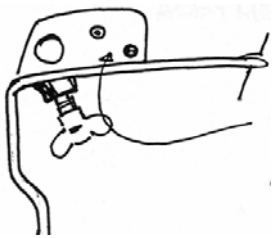
- Chassis ID stamping at the extreme end of the dumb iron. This shows on factory photos of TC0257.
- Engine mount brackets are riveted to the chassis, except for the left side lower rear, that has a bolt to accommodate the wiring clip.
- Several holes in the chassis rails, including the drillings for the battery support frames. These are probably carryovers from TA and TB. There are also holes in the front rails, probably from the TA/TB shock mount.
- Rear shock mount brackets are bolted to the cross bar

Other Details

- Wiper motors appear to be prewar. They have a brass cover with embossed Lucas logo, like the ones used on P, N, TA, TB.



- Top Bow frame. The front has the step in, as Mike Sherrell's book notes. The front corner brackets also feature two countersunk holes for mounting to the wood bow, instead of the typical one hole.



- Gas cap faces sideways (with release at 9:00) or angled (with release at 8:00) on many early cars.

- According to John Steedman (TC0301), the top and side curtain frames on his car were originally painted tan. I've seen pictures of black tops, but have no details on frame colors other than this. I don't know if the factory used 2 colors of top fabric this early in production.

  By the way, as a side note – we just finished restoration of TC4378 last year, and used wigan fabric for the top and side curtains. It's a much crisper look and fit for the weather equipment, and I think it's a lot sharper than what's commonly used today. We've looked at some of the original wigan material, and what we used is close to an exact match for the 1945-1947 material. I highly recommend it!

- Tops of the radiator were painted silver. This appears on several early cars, and is corroborated by factory photos. It's an interesting detail.

- Windshield stanchions are the sharper, more elegant and flatter type (like on the TA/TB). Probably leftovers from prewar.

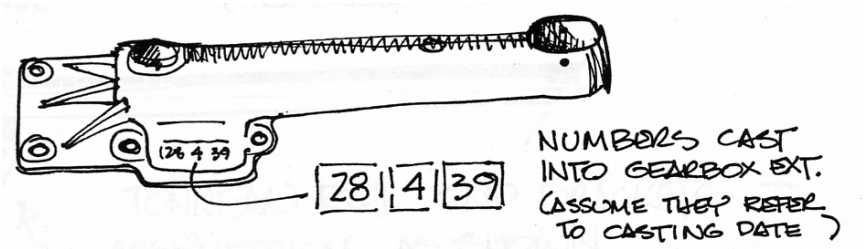
- Tonneau Rail end brackets are a different shape. The bottom inside corners are cut and rounded off, and mounting holes are on the bracket resting under the rail. ***(photo below shows the one from TC0273, next one down is from a later car and next one down again is from a still later car or could be a repro.)***

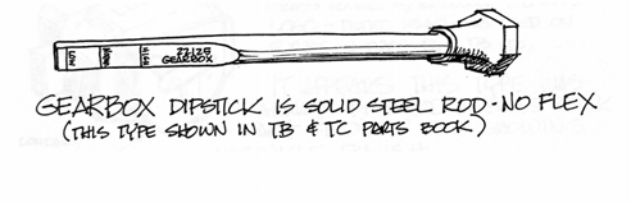
- Chassis number is stamped into the inside front corner of the right side bonnet. This early in production, the factory probably fitted the bonnet up to the car, trimming to final fit, then painting. By stamping

the numbers onto the bonnet, they could then be matched up to the correct chassis on reassembly.

Engine and Gearbox

- The engine has many details carried over from prewar.
- Carburettor float bowls are prewar design
- Valve cover is pressed steel and chromed, with chromed octagon shaped hand screws to hold it in place (instead of the round Bakelite knobs).
- Throttle return spring bracket (that mounts under the starter bolt) is a “stair step” shape, rather than an angled piece. Looks like 2 steps of a stair.
- Air cleaner manifolds have numbers on the bottoms. ALD 24057 is the number, apparently stamped onto the short end and cast into the longer end.
- Gearbox details include:
- Remote cover and the side of the gearbox have date codes cast into them. TC0252 has date “28-4-39”; TC0272 and TC0273 both have “3-5-39”. Date codes are on the left side of the remote cover and the left side of the gearbox.
- Gearbox dipstick is solid steel rod – not flex. It has “22125 Gearbox” stamped into it.





Editor's Note: My thanks to Tom Wilson for this interesting article about TCs 0272 and 0273 (that's their body tubs shown above in The Whitworth Shop in Ohio, USA). Tom's reference to engine numbers in the article has opened a bit of a "can of worms" as follows:

Tom refers to the guarantee plate of TC0273 which indicates that it had engine number XPAG 912. This is correct, according to the Production Records. He goes on to say that the engine plate shows XPAG 976. The Production Records tell us that XPAG 976 went into TC0395. This car is in Sweden and has engine number XPAG 1278 fitted. Returning to the Production Records, XPAG 1278 was fitted to TC0710. This car is shown in our Register records as living in British Columbia, Canada. However, the records do not indicate whether it has an engine fitted, or if it has, its number – but we do know that its original engine is a few thousand miles away fitted to another TC.

Just an example of how engines travel across Continents!

"Too Much Silicone Can Cause Big Boobs!"

(A Cautionary Tale for the Uninitiated)

As a recent Re-recruit to the world of T-Type MGs, (my previous one was a 1946 TC - reg. JHY 254, which I enjoyed as a student at Bristol University back in the early 1960's), with the acquisition of a 1953 TD (reg: CSV 875) back in September 2005, I thought I would share with TTT my recent experiences of attempting to "service" the brakes on said TD, in a fit of "new ownership" care and maintenance fettling, prompted partly by the recent articles I had been reading in the steady new flow of TTT and MG Octagon Bulletins dropping through my letter box! As they say, if I had known then what I have since learnt now, I would have taken the unsolicited advice of my well known motoring technical advisor (that is, of course, my wife!); "if it ain't broke, don't try to mend it"! *(Why is it that they, of self -confessed minimal engineering knowledge, always come up with the right answers?!)*

I also had the opportunity to attend "T-Rebuild 2006 " recently (great value, that!) where the session on T-Type Brakes, led by Andy King, prompted some interesting debate, and a variety of opinions on the eternal subject of "which brake fluid do you drink" (sorry, use!). Bit like asking a chap which brand of single malt whisky he prefers; there are as many answers as there are drinkers! And it was in this context that the dreaded "silicone" v. mineral/synthetics debate arose - and continues! Enough to drive you DOTty ! (3, 4, 5; 5.0, 5.1, 5.2 - is there no end to the confusion?).

But I digress. Back to the world of Wakefield's TD - "M(G)aTilDa" - well you've got to call them (her?) something, it seems; ***"Wakefield's Matilda , Wakefield's Matilda...."*** you hum it, I'll sing it! It all started when I decided to rebuild and overhaul the carburettors, just after Christmas. (Yes, I know the brakes and the carbs are not directly linked, other than via a bit of slick "heel and toeing" when trying to do impressive, double-declutch, "fruity", downshifts. It will all become clear very shortly!)

With carbs stripped out, and sent off to Burlens for "professional" re-bushing and boring (another tale is forming here, for another time!), I was looking around for other little jobs that would fill in the dark, lonely hours in the garage, and that would beautify Miss Matilda still further. Why not flush, refill and bleed the brakes with lovely clean fresh brake fluid, devoid of any aqueous content (just like the best malts!), just like it tells you in all the manuals, and most of the articles in TTT and Octagon Bulletins?

I had read tales of woe from owners who had failed to change their brake fluid for several years; I had read further tales of woe concerning the "stick-on" brake cylinder pistons that resulted from winter inactivity and other neglect. I would avoid all this (very smart, me - see!) by changing my brake fluid. And the workshop manual (reproduction original version) suggested that this was a straightforward operation; part of routine servicing in fact! Simple. I have done

this on numerous occasions, with a whole variety of vehicles, over nearly 50 years of twiddling about with motor cars. Only takes an hour or so, including bleeding the brakes.

I would add at this point that, as far as I could tell, the brakes were working fine. No signs of sticking on; pulling up firmly, straight and true; so not in need of any immediate remedial attention, other than a routine service. But as they say, the Devil makes work for idle hands, and with no immediate chance of running the vehicle – the carb-less MG not having been invented at this time – it was the ideal opportunity to do the quick brake service!

Fine; access the master cylinder (but I had forgotten that this required a bit of gymnastic contorsionism to get into the footwell!) ; remove reservoir cap (but it's quite hard to actually see into the reservoir itself!); have a supply of fresh brake fluid ready, and preferably some device for being able to pour this into the hole rather than all over the floor! Choose furthest away wheel and brake cylinder; apply bleeding tube etc. loosen bleed nipple, and, with assistance, (the "technical advisory spouse" is often useful here) pump the old fluid out with the new fluid. Repeat at all four corners in turn; not forgetting to do a bit of bleeding and nipple retightening etc. etc…..!

Now, true to the tales gleaned from other MG T-experts who did this stuff on a regular basis, the fluid coming out into the bleed jar was of a greenish-black, nearly opaque, "gungy" consistency, and obviously poisonous and extremely detrimental to braking systems! Just what was needed, to flush it all out. But, as the clear new fluid started to flow through the pipes and into the bleed jar, it was apparent that something was amiss. The fluids in the jar started to separate out into two distinct layers, with the newer DOT 4 conventional stuff sitting above the "green gunge". Whoops!! Even my simple knowledge of physical chemistry indicated that we had immiscible fluids here – i.e. they don't want to mix!

Anyway, finished the job, and assumed that all would be well. But I didn't sleep soundly that night! Spectres of green, morphing monsters disturbed my slumbers. Got up in the small hours and re-read all those Bulletin and TTT articles about the sagas of T-Type brakes, albeit most of them referring to the TA/B/C family of single wheel cylinder versions. It slowly dawned on me (just before dawn!) that I had probably inadvertently tried to mix up the infamous silicone fluid (which had been installed by some former owner; but previous service records suggested, by omission, that this would have been at least 6 or 7 years ago) with the good old, but less fashionable. "standard" stuff ("Only following the instructions, to the letter, from the Workshop Manual, Guv.")

Minor panic; what next? Inspiration! Email that font of all knowledge and wisdom on TDs and TFs, the T-Register TD/TF Technical Adviser, Barrie Jones - he of the "Barrie's Notes" publication . Great little booklet. Buy one now if you don't have it already. Or even if you do! Barrie, I owe you one, so am unashamedly offering this as a plug for you. I'm sure John James will endorse

it! **(I certainly do –JJ)** But I do humbly suggest that you could add a new chapter to the next edition concerning “BRAKES”!

Anyway, thanks to Barrie’s patience in answering my string of “Confused of Surrey” emails, I have learnt rather more now about the trials and tribulations of T-Type brakes, and the do’s and don’ts of mixing the different types of brake fluids, wheel and master cylinder seal rubbers etc. which can lead to further brake problems down the line. Mainly due to different rubbers, of different vintages and origins, and compositions swelling adversely when immersed in the different types of fluid, silicone versus synthetic/mineral, and possibly causing the brakes to start binding on, and/or wheel cylinders sticking etc. And apparently, there is a distinct possibility that if your rubbers have been working/immersed in one type of fluid, and are then immersed in the other (just as mine were by attempting to flush through with what was a different type of fluid), they will also react in this way. So either way, I was now deeply in what is technically known as the “pooh”!

Barrie’s recommendation; strip out the master cylinder seals, and wheel cylinder seals ; clean everything out with methylated spirits, including flushing out the pipework, and re-assemble with new seals and a DOT 3 (or possibly DOT 4) fluid, and then set it all up , bleed, adjust etc .etc all over again!.

Well, the carbs were still not back from refurb. so there was no choice but to follow the advice of our technical “guru” and get it sorted. Anyway, I needed to examine the floorboards, didn’t I, and, while they were out, (to facilitate removal of the master cylinder, of course!), might as well check over the chassis and wiring under floor, and all the other things that you don’t usually get to in a “routine service” ! I expect this is a familiar scenario to those well-established T-Type rebuilders and restorers; why just do one job, when you can create another ten!

Anyway, all seems to be working again now, but I guess only time and distance will tell whether I have avoided the dreaded “seal-swelling lurgi”. One little twist in the tail, based on Barrie’s comments, is that, apparently, original genuine Lockheed brake rubbers (presumably with higher natural rubber content??) can be less susceptible to this fluid-related degradation/affliction. Yes, you’ve guessed it! Having removed the seals from my cylinders, they all seemed to be in good condition, and were, according to the makers brand embossed into the rubber, the genuine articles! Still, you learn by experience they say, and there was no way that I was going to re-install them having gone to the trouble to remove everything! But being these days of a more conservative and traditional nature (I am, of course, still 13 years older than the TD!), I’ve opted to stick with “conventional” brake fluid (DOT 4; can’t find any DOT 3 anywhere, anymore!) and live with the idea of replacing it every couple of years or so.

But I must say that one of the comforting aspects of this recent saga is that it is surely better that the “gungy” fluid that was in the system should have been removed. (I’ve kept it in a “specimen” jar so that other MG Brakes technicians

and historians can do their own chemical analysis on it! SAE for samples!) It is sitting on the shelf in the garage now, as a timely reminder to check out EVERYTHING first before you launch into a fit of restoration and maintenance enthusiasm.

But the one thing I would ask other T-Type experts and enthusiasts, " In the absence of any service or maintenance records or paperwork, or a label tied to the top of the master cylinder (I've seen that suggested!), how the **** are you supposed to peer into that inaccessible master cylinder filler hole, sniff, and conclude, Ah! Silicone?"

Anyway, perhaps this little homily will prevent at least one more new T-Type enthusiast from repeating my Braking Boobs!

Alan Wakefield
(Surrey, March 2006)

Footnote:- At the T-Rebuild 2006 meeting recently, opinion was quite markedly divided between the Pro and Con silicone fluid enthusiasts. I'd be interested to hear from both camps the reasons why. Or perhaps this whole area has been "done to death" over many years, and in many articles, in the various Clubs' publications. In which case, just all have a good laugh at my expense! " We could have told you so"!

READERS' "WHAT'S THIS?" COMPETITION

Following the "Mystery Photo" competition in January's TTT, Jon Goddard suggested that we could have a regular "What's this?" photo competition in TTT. Jon has started the ball rolling with this contribution:

This item is a familiar one on T-Types and is taken from an unusual angle. The questions are:

1. What is this item?

2. How many of them (of all types and variants) are there on your T-Type?

Answers please by e-mail to jj@octagon.fsbusiness.co.uk or by post to 85 Bath Road Keynsham BRISTOL BS31 1SR – no phone calls, please – I get more than enough already! When replying, please state which model of T-Type you are answering for. The correct replies (assuming I receive more than one!) will be put in a hat and the winning entry chosen at random. Closing date is the 15th June.

The winner will receive a set of **MG colour art prints.** The prints are black TA Tickford, green TC, black TD and red TF. The original artwork was done in the late sixties/early seventies by Will Davies, a Toronto Ontario artist who owns an MG TC. The prints were taken from these drawings. The prints are on high quality paper suitable for framing. Overall paper size is 11 3/4" x 16 1/4" with the art work size being 9 1/4" x 14 1/4".

FLASHERS (*Rob Dunsterville in Australia suggests an alternative to Graham Brown's solution)*

While I agree wholeheartedly with Graham Brown that flashing indicators are needed for every pre-TF T Type being driven on the roads today (see "A 'Clearer' sense of Direction" TTT issue 14 P24), I do not agree with his application and choice of components. In his defence he carried out the work four years ago and better components are now available.

I fitted a flashing system to my wife's YT last year as YTs have no indicators at all, although Y sedans have a semaphore system. I think mine is a neater application using components that are, in appearance, of the right era.

All light fittings that I had seen fitted in the past looked as though they were manufactured for modern motorcycles, trailers or caravans - and most were including Graham's.

By searching the Internet I found Stafford Vehicle Components (www.s-v-c.co.uk or e: info@s-v-c.co.uk or 08456 581251) which happens to be managed by a TC owner. There, for immediate delivery, I found newly made fittings to fit inside the traditional Lucas 1130 'torpedo' side light as fitted to T and Y Series MGs and many other British cars too. The new fitting has an amber bulb and a white bulb with wires attached while retaining the same shaped base plate for ease of fitting to the mudguard.

When I bought my TF in the UK in 1968 it had a reversing light fitted which I knew was at least as old as 1965 when I had first seen this car and probably older as the then owner said it was already on the car when he bought it. Thus it was a 1950s or 60s period accessory. Lo and behold! there was a reproduction of this light on SVC's website. A quick check and I found that it could be supplied with amber bulb. This check also revealed that SVC could supply a reproduction TF relay unit with modern electronic components inside a same shaped canister with same shaped connectors - albeit unthreaded which, incidentally, means TF owners buying this replacement need to change the connectors on the three wires.

SVC supply an earth wire and on the end I fitted a washer style connector so that this fitted under the head of one of the torpedo light fixing bolts.

Now to the operation of the flashing system using these components. Again SVC has the answer as they have several switches on offer. I selected a

Morris 1000 style for its 1950s/60s appearance with a flashing green bulb in the tip of the stalk. The switch itself has an inbuilt circlip which allows easy fixing to the steering column in a comfortable position for the driver. The wiring provided is such that a flashing light could be positioned elsewhere, say on the dashboard, while the stalk remains for the manual operation. The wires to the flashing bulb in the tip of the stalk would be simply re-routed.

Thus all the components that can be seen appear to be of the right era and in the case of the front flashing lights almost invisible!. I favour the position of the front flashers in the torpedo lights as they are high up and can be easily seen at eye level. Those mounted on the front bumper bar are not where other drivers are accustomed to look.

The reversing lights converted into flashing indicators can be mounted at the rear of the car in a variety of positions depending on the model of T or Y Series MG. On the YT with all lights (and in our case the Australian mandatory after market reflectors) clustered around the number plate I thought it best to keep the rather bulbous rear end of the car as clean looking as possible.

Therefore, I mounted them on simple brackets I made up and fitted them each side to the bumper bar bracket similar to where the one on the TF has been for 40 years!

I realise that this choice of low position is a little contradictory to my desire to have the front units mounted as high as possible but the selection of the reversing lights means that the lenses are large (3.5 inches x 1.5 inches) and therefore the flashing light can be well seen by any following driver.

Graham's four backing plates look a lot more complicated and time consuming to fabricate than two simple "L" shaped brackets for attaching the reversing lights to each bumper bar bracket.

I suggest TD owners follow this while TABC owners could make up left and right extensions to the number plate mounting so the reverse lights fit outside the 'D' light(s).

There is not much point in showing a picture of the outside of the torpedo light but I have added one of the rear of the YT or 4-seater TD!

I have not included a wiring diagram as it is straightforward but anybody who has difficulty would be able to get a diagram from their local friendly auto electrician.

Extending the Life of Your SU Pump

All T-Types were fitted with an SU petrol pump. Most of them used the low-pressure version AUA25, fitted under the bonnet. Only later TFs (from TF 1510) onwards used a high-pressure pump AUA54, fitted to the chassis. These pumps are not interchangeable, and whilst at first glance both look similar and may appear to work in the other application, they will not perform satisfactorily, and should not be interchanged.

SU ceased to exist in the mid nineteen-eighties of course, but the good news for all MG owners is that Burlen Fuel Systems [(1)] bought the SU name, as well as the manufacturing rights to the SU product range. Burlen continue to provide all the spare parts for SU pumps and carburetters needed to keep our cars running.

SU pumps were pretty reliable by the standards of their day, but the weak link was always the points which wear away until the pump no longer gives its characteristic and reassuring 'tick-tick-tick' as the ignition is turned on. SU tried many remedies to extend the life of the points, and hence the pump itself. The most promising of these was the provision of twin contact points, which replaced the earlier single contact version. Unfortunately though, twice 'not very long' is still 'not very long'.

So why do the points fail? The answer is not as commonly quoted the high current that they switch, which is only around 3 amps on the low-pressure pump and a slightly more on the high-pressure type. The answer is the high voltage that is generated each time the points open, which can rise to several thousand volts and causes the point to arc. "It can't do." I hear the doubters say. "My car only has a 12 volt battery!"

The answer I'm afraid is all the fault of a chap called Edison who invented electricity, long before the Skinner brothers invented the petrol pump. Without getting into A-Level physics it's an effect that happens each time a current through a coil is interrupted. In many applications it is put to good effect, like the ignition coil to name one, but to the SU pump it is anathema. SU tried many methods to prevent the points arcing, but none of them were completely effective.

Early pumps were fitted with a 'burden' resistor of around 100 ohms connected across the coil, mounted inside the cast iron pump body. However, on every coil I've opened it has been burned out, and therefore useless *(see photo on right)*. Unfortunately it is not easy to test for this burden resistor without opening the pump because it is swamped by the coil itself, and therefore not readily detectable.

Later pumps, notably the high-pressure type

used a capacitor or a 'condenser' as they were called in those days. These only provided a partial solution and early condensers were pretty unreliable in themselves, so did not provide an significant improvement in pump life.

After the capacitor, as semiconductor devices became an economical option, SU suggested fitting a diode across the coil. In itself the diode proved a very effective solution, reducing the voltage across the points to around one volt, and whilst the diode can be fitted to suit either a positive or negative earth car, once fitted, the pump becomes polarity sensitive. Therefore, it makes it essential to fit the diode the correct way round and to know whether the car to which the pump is being fitted is negative or positive earth. If a diode is fitted incorrectly, or, if fitted to a car of the wrong polarity, a pump fitted with a diode will fail instantly, causing the associated wiring to overheat or even catch fire. A further disadvantage of the diode solution is that because it is fitted across the coil, if it fails for any reason, again it may well cause the associated wiring to overheat or catch fire.

Still later pumps and pump repair kits currently supplied by Burlen use another semiconductor device called a 'Varistor' to contain the coil voltage. A varistor may be effective when first fitted, but in my opinion is not intended to be used in this fashion. Varistors have a wear out mechanism that will eventually render them ineffective, and hence no longer protect the point from arcing.

So is there an effective solution that will significantly extend the life of an SU pump? Happily the answer is yes. The 'no compromise' solution is yet another semiconductor device, this one called a 'Transil'. A transil is designed to limit voltage transients, and is completely non-sensitive to battery polarity. Hence a transil can be fitted either way around and a transil pump can be fitted to any car. It can also be left undisturbed if the polarity of the car's battery is changed at a later date. Further, as the transil is fitted across the points, not the coil, in the unlikely event of it failing the pump would certainly not operate, but any further damage is extremely unlikely.

As a service to TTT readers I am able to supply a Transil Kit, complete with fitting instructions, on a non-profit basis at £3.00, 4.50 Euros or $5.50, inclusive of postage. The transil is supplied with ready made solder tag connections. All that is required to fit it is a screwdriver. Photo *(opposite)* shows a transil kit fitted to a pump.

Peter Cole
(peter.cole@onetel.net)

(1) Burlen Fuel Systems 01722 412500; www.burlen.co.uk

COVER PHOTOGRAPH - TC4134

My prolific article provider from "Down Under", Eric Hayes, has sent in the front cover 'shot' and the following words and additional photographs. To quote extracts from Eric's covering e-mail to me "As I mentioned in my last communication, we went to Phillip Island in Victoria for the Historic Race Meeting on Feb11th/12th…….I thought you might be interested in this TC Special. The owner pushed it out into the open so I could photograph it, confirming the fact only nice people own MGs. The small yellow car in the background in one of the photos is a PA"

After WWII, there was a great keenness to start motor sport again in Australia, and the TC was set upon as an ideal and cheap vehicle in which to compete.

Most entrants simply stripped the car of unnecessary equipment, headlights, guards, trim, bonnet sides etc, breathed upon the engine with various degrees of expertise and success and went motor racing. In this form the cars were known as 'square riggers'

The advantage of this approach was when it was obvious that your chosen sport had to be abandoned, the bits could be bolted back on and the car advertised as 'one lady owner, only driven to church on Sundays (via 100 laps of Mt. Panorama, Bathurst).

Those with maybe more money and more enthusiasm went further and commissioned 'streamlined' light weight bodies to further improve performance.

The car on the front cover and in the accompanying photographs is one of these specials and was built by a Bill Paterson in the latter half of 1948. It was designed as a two seater with light weight aluminium panels over a welded frame of light steel angle and built by Bob Baker in Melbourne.

The panels were attached by quick release Dzus fasteners.

The engine, 1250cc, was supercharged by a Marshall

Supercharger.

Paterson had some success with it before selling it to 'Curly' Brydon in Feb 1950 and was campaigned by him for several years, over which it became known as the Paterson-Brydon TC Special. Both drivers were to become well known in Australian Motor Sport.

The engine was originally 1250 cc supercharged and then normally aspirated, still 1250cc with two 1.5" SUs. Later 1466cc. and then later 1366cc, both with the 1.5" SUs. In its present form it is 1366cc supercharged.

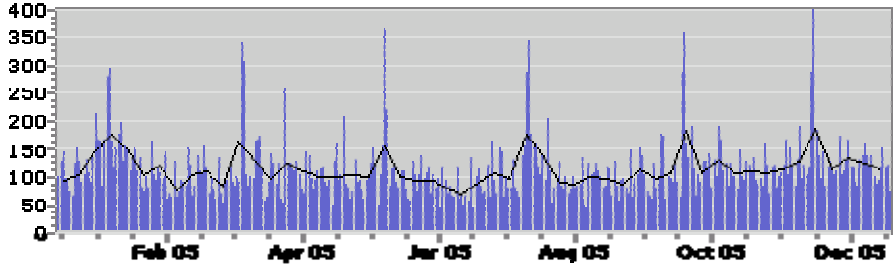
It has had eight owners over the years including the present owner, Richard Townley.

The interesting thing about this car is that it is in much the original form as built and the body has not been altered and is beautifully maintained by the present owner.

tregister.org update

Back in January the T Register's website celebrated its 1st birthday in its new incarnation as tregister.org. Now that the webmaster, yours truly, is back from gallivanting around the world, I thought I would trawl the web logs to report back some statistics which you may be of interest to both web users and non web users. It's also a good opportunity to reveal what plans we have for the site in the near future.

Over the course of 2005, tregister.org received 41,000 unique visits and over 600,000 page hits. The following graph shows the daily distribution of hits over the course of the year – note the six bi-monthly "spikes" of activity, which coincide with the upload of the latest issue of *Totally T-Type*!

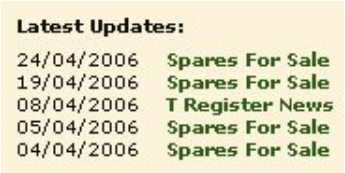


Echoing the huge popularity of the T-Type on the other side of the 'Pond', nearly half of the visitors in 2005 were from North America, with Europe taking the second largest chunk of over a third of website "sessions".

North America	(46.7% of all sessions)
Europe	(34.7% of all sessions)
Australia and Oceania	(5.2% of all sessions)
Asia	(0.9% of all sessions)
South America	(0.2% of all sessions)
Africa	(0.2% of all sessions)
Unknown	(12.2% of all sessions)

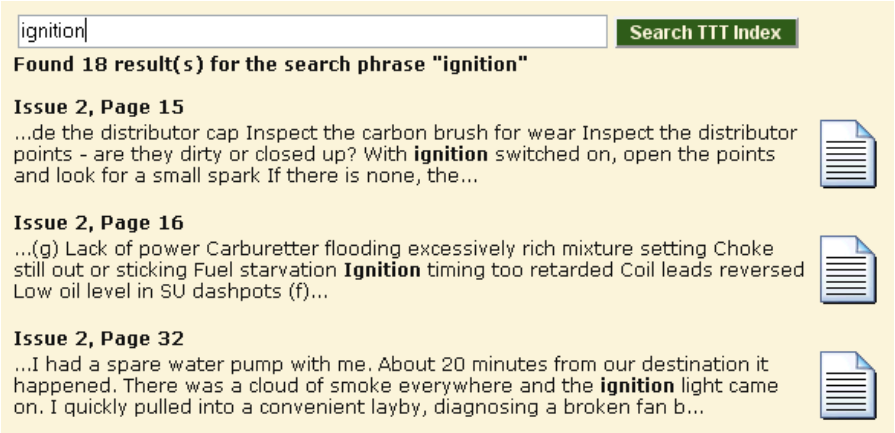
More interesting for me particularly are the more far-flung places we received visits from, including Vietnam, Laos (although I think some of these were me checking up from the road!), Kazakhstan, United Arab Emirates, Panama, Ecuador, Guam, Sudan, and last but not least, the Vatican City State! Perhaps the Pope is thinking of trading in his Popemobile for a TF?

As I write now in May 2006, tregister.org is receiving double the number of daily visitors than this time last year, and this growth in popularity is mainly due to the following two new features that have recently been added to the site:



1. New "Latest Updates" Section
See at a glance what's been recently updated from this new section on the front page of tregister.org

2. The *Totally T-Type* Index, www.tregister.org/tttindex.aspx



No more thumbing through countless back issues of *Totally T-Type* for that elusive article! Just go to the *Totally T-Type* Index page, type in a word or phrase to search for and it will return all the incidences of it in *Totally T-Type*'s publishing history, along with the Issue and Page Number in which it appears, together with a snippet of the surrounding words for context.

Best of all, click the "page" image (see picture, above) next to the snippet you are interested in to open that particular issue at the relevant page.

As new issues of Totally T-Type are added to the website, the Index will be automatically updated.

So, what for the future? Well, I'm in the process of adding the TA/B/C Production Records to the site, the idea being you can search by your chassis number and find out the day on which your TA/B/C was built and its original engine number. We also have the TD/F records, but they are not yet computerised, and so will not be going on the site any time soon.

But the next big project is to put the actual T Register itself onto the site: details of the 10,000 plus T-Types we hold, albeit heavily stripped down (names and addresses of members, for instance, will NOT be put onto the site - for obvious privacy reasons). The aim is to have it completed for Silverstone: watch this space… and tregister.org, of course!…….. **Steve James**

T RACING ROUND-UP 2005

The 2005 year began with another splendid weekend Arrow Mill *(the Drivers' social weekend)*. Many thanks to Jonathan Harmer for once again organising this event. There was a superb dinner, during which awards were made for the 2004 season, and the Hanks Trophy (voted for by all drivers present) went this year to David Bishop.

The Hanks Trophy is so large and valuable that it cannot be retained by the winner. Therefore in its place, it has been agreed that there will be the Malcolm Hogg Racing Trophy awarded to the driver who, after a drivers' vote, has best represented the true T Type spirit during the seasons forthcoming.

We have been delighted to welcome, and welcome back, two drivers: a welcome to Nick Ashman who has been out three times, I think, this season in his TF (originally built by Malcolm Gammons) – and a welcome back to Chris Owen, racing once again. On this note, Gerry Brown has also indicated that he hopes to be out next year…

Besides our own series, much other racing has gone on including Dijon and Angouleme – Tim Patchett explained: 'the *Circuit des Ramparts* where you race around the old town making as much noise as possible as this is how the 'locals' like it to be! There are three very tight hairpin bends and it has been known that a three point turn has to be made if one gets it wrong.' George Edney has had his Lester in Dijon, then Oporto; Peter Edney took the MGB to Dijon, and Jonathan Harmer, Bob Allen, Tim Patchett and Steve Barlow all got there too.

Our agreed series has certainly not suited everyone this year! Even the final race at Silverstone only attracted four cars. Many racers were far more keen to race with other car clubs which run cars more similar to our own than does the Total Butler Series. This is certainly food for thought when the 2006 series is planned early next year.

Season dates for our own trophies

May 1st: AMOC, Mallory
May 15th: Lowry, Donnington Park
June 11th: BDC, Silverstone
July 22nd: MGCC, Silverstone (Total Butler and Kimber)
September 11th: MGCC, Cadwell
September 24th: MGCC, Silverstone (note change of venue - was to have been Brands Hatch)

Aston Martin Owners' Club May 1 2005

In the first of our own T Racing series this year, four of our drivers were present and all finished successfully in the Pre-War/Feltham Aston Martin/50s Sports car race. In a field of twenty three cars, including a fine collection of Aston

Martins, John Bussey came second to an AC Ace Bristol, and Steve Barlow fifth behind an Aston Martin DB2/4 (and in front of many others). Tim Patchett came in tenth and Richard Green twelfth, so all were just about in the top half of the field.

Name/ Model/ MPH

John Bussey/TC/***76.4***, Steve Barlow/TC/***75.2***, Tim Patchett/TA/***71.7***
Richard Green/TC/***71.0***
****

Bentley Drivers' Club, Silverstone June 11 2005

This is an ever popular event for our drivers. Along with our nine T Types were MGAs and AC Ace Bristols, fairly evenly distributed amidst our T types. Tim Patchett actually came second in practice, but in the race had an incident early on from which he did not again quite manage to catch up despite a sterling attempt!

Name/ Model/ MPH

George Edney/TB/***79.81***, David Bishop/TC/***73.75***, Stephen Barlow/TC/***73.61***, Bob Allen/TC/***72.59***, John Bussey/TC/ ***72.52***, Peter House/T/***72.46***, Andrew Cox/TC/***71.55***, Charles Harmer/TF/***67.96***, Richard Green/TC/***66.52***, Tim Patchett/TA/***59.38***
****

Silverstone International July 23 – 25 2005

Thirteen T types participated in the Kimber Trophy race, along with three Specials. The grid also included a K3, a variety of P and N types, and in total there were thirty cars. The results below are as finished across the line, though the handicap result altered many positions. Incidentally, Bob Allen is not absent, but raced in an MGB. Eight of our racers finished within the first ten of the overall field.

Sunday brought heavy rain causing a long delay between practice and race for the Total Butler. Six brave drivers took their T types out despite danger of aquaplaning, and the race was stopped after six laps due to the adverse conditions. Jonathan Harmer's TF (third on the grid) had to be towed in due to a poor dynamo letting him down (headlights were being used, and it did not cope).

Name/ Model/ MPH – KIMBER TROPHY
Class C

David Bishop/TC/***70.44***, Tim Patchett/TA/***70.31***, Stephen Barlow/TC/***69.99***, John Bussey/TC/***69.97***, Jonathan Harmer/TF/***69.57***, Peter House/TC/***69.32***, Charles Harmer/TF/***67.43***, Richard Green/TC/***64.49***, Alastair Naylor/TC/***64.41***, Frank Albers/TA/(7 laps)/***62.42***, Anthony Atkinson/TB/(7 laps)/***61.17***, Andrew

Cox/TC (5 laps)/***67.32*** DNF, Peter Edney/TB (4 laps)/***70.19*** DNF
DNF=Did Not Finish

Class D – KIMBER TROPHY

George Edney/Lester/***70.95***, Alex Quattlebaum/Leco/***70.30***, Mike Wood/Cooper (7 laps)/***60.60***

TOTAL BUTLER RACE

Peter House/TC, Stephen Barlow/TC, John Bussey/TC, Andrew Cox/TC, Charles Harmer/TF, Jonathan Harmer/TF DNF

****

Cadwell Park September 11 2005

Chris Owen, back on the circuit for the first time since 2002, was joined by only two other T's for this race, Stephen Barlow and Nick Ashman (racing Malcolm Gammons built TF); the field included B's, V8s and MGFs. Peter Edney was also there, racing his Metro. Cadwell was cold and damp! Steve qualified 13th, and Chris and Nick were at the back of the grid. Steve enjoyed a dice with an MGF VVC which he held off for the whole race!, whilst Chris and Nick were nose to tail for six laps until Chis's diff. failed on lap 7.

Name/ Model/ MPH

Steve Barlow/TC/(11 laps)/***65.08***, Nick Ashman/TF/(10 laps)/***59.78***, Chris Owen/TC/(6 laps)/***59.30*** DNF

****

Silverstone (replacing the Brands Hatch meeting) September 24 2005

In a field of MGBs and MGFs, our T types did very well, and though Andrew did not finish, his speed was looking good at 8 laps

Name/ Model/MPH

1 Peter House/ TC/(12laps)/ ***74.08***, 2 John Bussey/ TC/ (12laps)/***73.56***, 3 Nick Ashman/ TF/(12laps)/ ***69.99***, 4 Andrew Cox/ TC/ (8laps)/ ***78.74*** DNF

****

Finally, we eagerly anticipate the 2006 season, and the weekend at Arrow Mill which is being organised for 3rd to 5th February.

Christopher Tinker
MGCC T Register Competition Secretary

Editor's Note: My apologies to Chris for not including this report in the March issue of TTT. Chris does a sterling job as Competition Secretary and keeps the website up to date with race results. So if you want to see how 2006 is shaping up go to the Racing section of www.tregister.org

OIL FILTER ADAPTERS, STUB AXLE PINS, BRAKE SHOE RELINING AND NEW BRAKE DRUMS

1. OIL FILTER ADAPTERS FOR TB/TC/EARLY TD

I have 8 (had 10 but 2 sold) of these for sale on a non profit making basis. These have been made by Bob Grunau and are beautifully engineered. They are being offered on a non profit making basis (small profit after expenses of £5 is being donated to T Register funds for each oil filter adapter sold). Only available to MGCC members at £55 each plus postage of £7.40 by Royal Mail Special Delivery. You can avoid the postage by picking one up at Silverstone, but I must have cheque with order. (Address details are on next page).

These adapters were described in Issue 1 of TTT from which I quote as follows:

"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 *(there are several others you can use **Ed**)* - 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".

2. STUB AXLE PINS FOR TA/B/C There are five pairs available. Again these have been made by Bob Grunau from high spec material and have been race proven in North America. They are being offered on a non profit making basis (small profit after expenses of £5 is being donated to T Register funds for each pair of pins sold). Only available to MGCC members at £50 per pair plus £5.70 by Royal Mail Special Delivery. (As above to avoid cost of postage). If you speak nicely to Eric Worpe he might fit them to your stub axle bodies for you (see January's TTT).

3.NEW BRAKE DRUMS FOR TA/B/C

Full details were given in January's TTT. The first batch of drums has sold out but I am prepared to organise another on a non profit making basis. The price will be held at £95 per drum and early expressions of interest are now invited to the contact details below.

4. BRAKE SHOE RELINING SERVICE FOR TA/B/C

This service is available for the TA/B/C models on an exchange basis (you send me your old shoes) and you get "as new" shoes with woven linings bonded (as opposed to riveted). Cost (on a non profit making basis) is £27.50 per axle set (four shoes) plus return postage at cost. For further details on any of the items on pages 30/31 please contact John James 0117 986 4224 or e-mail jj@octagon.fsbusiness.co.uk or write to 85 Bath Road, Keynsham, BRISTOL BS31 1SR.

PETROL OCTANE RATINGS

The following letter has been received from John Saunders of Crawley Down, West Sussex:

“Reading the article, "Thick heads/ thin heads" in the March 06 TTT I see that the common impression of "modern" versus "old" petrol octane ratings has been repeated, viz. that present day fuel is "much higher rated" than in, for example, 1954. This unfortunately is not true.

In 1954 or thereabouts the fuel octane number was, as stated, 80 at best, but was determined by a different test method from that quoted today on the pumps. The difference is 8 to 10 points higher for the same fuel, so a current 95 octane rating would be equivalent to around 85 to 88 octane measured by the method quoted in 1954. Modem fuel is more highly rated but not by much, i.e. around 8%. Care should thus be exercised in relying upon the improved fuel octane rating when the use of increased compression ratios are proposed.

Some background: There are two methods in common use to measure octane ratings for petrol, Motor Octane Method (MOM) ASTM D2700 in the USA (probably still very similar to the UK method if not identical), and Research Octane Method (ROM) ASTM D2699. The methods are both performed on a specially calibrated single cylinder petrol engine with water cooling and a variable compression ratio facility .The difference between MOM and ROM is essentially in the test conditions (engine speed, inlet air temperature, cooling jacket temperature, ambient air humidity, etc.). In practice, the MOM reflects more closely the results to be obtained in normal on-road driving than the ROM and this index was quoted exclusively to the general public up until about 1960. Thus the post-war "Pool" petrol octane number of 72 (MOM) would be about 80 to 82 by today's (ROM) quoted method and the 95 octane quoted today would be 85 to 87(MOM) in the old way.

In 1961 or thereabouts the petrol companies quietly started advertising octane ratings based on the ROM instead of MOM. Those of us old enough to remember may recall the big jump in pump octane ratings to the region of 100 (and even above, which is strictly speaking not feasible for technical reasons). Thus the stated "improvements" in the octane index were simply the result of advertising people "moving the goal-posts" and not any real advance. To this day the USA oil industry is more honest with its customers as they quote an average octane rating on the pump of the two values, i.e. (MOM + ROM)/2. An octane of 95 (Regular unleaded) in America would thus be 98 to 100 here by our current ROM method”.

Ed’s Note: Thanks for this useful background information John - I’ve certainly learnt something! John’s mention of the “Thick heads/thin heads” article in the March TTT has reminded me to correct an error which crept in on page 22 of the issue. The TF 1250 head casting number should read **168425** not as printed.

FURTHER PARTS for the CW WIPER (Part 2)

Part 1 appeared in Issue 13 (January 2006) of TTT (pages 21,22,23). The author, Eric Hayes, had just finished making the Protector Plate at the end of Part 1)

Cup washers or Metal Caps. These were originally pressed, but can be replicated quite easily in the lathe. Start with 5/8" diam. brass rod, drill 5/32" diameter and from this turn the recess to around .040" (1mm) deep x 3/8" diameter rounding the outer rim to a smooth curve. Remember this recess is to hold a cork or rubber washer so the outer edges of the recess should be nicely tapered out to the rim. Partially part off, to around .3/32" thick, but before completing this operation, polish it on the buff or with very fine W & D and 'Brasso' in the lathe - it is easier when still attached to the bar.

The Securing Nuts – 4 Reqd. I made mine out of 3/8" hexagonal; bar. I could be corrected on this size, as originally they would probably not have been an A/F size but a Whitworth hex size. If you find out the correct size and are pedantic, you could mill a suitable dimensioned hexagon. However, as Whitworth hexagonal bar stock is impossible to obtain, 3/8" is far easier. Check that the thread on the studs on your wiper are 5/32" BSW.

Drill and tap the stock, holding the tap in the lathe drill chuck to start it, this helps to start it 'true,' remove from the lathe and finish the tapping by hand.

Return to the lathe and partially part off 1/8" thick. Then chamfer both front and rear corners. After this stage polish each one as previously mentioned before finally parting off.

Rub the back on a piece of fine emery – another job complete. The pile of finished parts is steadily growing.

Wiper Arm Securing Nuts are next on the list. Once again using A/F hexagonal brass bar, this time 7/16". The thread is 7/16" diam. X 26 TPI. Whitworth form. This is known as Brass Thread, where all sizes are 26 TPI. If you have a sample you can see what is required – fairly straightforward.

Drill the centre, 1/4" diam about 1/4" deep and then turn down for the thread and form the nice radiused neck down at the end of the thread. If you take the trouble to grind a form tool it will result in a nice smooth curve.

Now screw cut the thread. If you have a die you can finish it off after roughing it out. If not, the depth of the thread is 0.025" this can be measured on the dial on the cross slide of the lathe. After screw cutting, part off to a little more than the required length. Now to dome the top it will be necessary to tap a piece of bar to screw the nut blank in to enable the dome head to be turned. This can be attempted with a lathe tool and finished to a nice shape with a fine file whilst the lathe is running fairly fast. Polish as you did the other parts – leave it in the holder if polishing on the buff – helps to save the fingers, you will still have ten when you have finished.

The Idler Arm Spindle – once again a straight forward turning job. My sample was steel, chrome plated. Why steel I do no know. If chrome plating, it is far easier to make it out of brass. It is your decision. I did not have to make one, but I would have chosen brass.

Starting with 1/4" diam. rod, this has to be turned down to 3/16"diam.for over 1 13/16" .This will require the support of a tailstock centre – without it you are courting disaster.

Make it ¼" longer and partially part off at the correct length. Why? Well a hole can be drilled in the extra bit for the plater to 'wire' it up. If you do this he will greatly appreciate your thoughtfulness.

After plating cut it off and finish the end, it is inside the wiper arm nut and cannot be seen anyway.

At a point 1 1/2" from the head there is a very small groove .025" wide which holds a circlip to stop the spindle falling out when the arm is removed,

It is fiddly grinding a special tool this narrow, try a vee groove on a piece of scrap and see if the circlip holds, I think it will.

Bearing Block and Bearing Assy. Retaining Nuts – 2 Reqd. These hold this component onto the wiper body. Remember you had to make a special spanner to undo them in the first place. Chuck a piece of 1/4" diam. Brass rod, drill and tap 5/32" Whitworth. Remove from the lathe and with a fine hacksaw blade saw across one end to form the spanner slot. Polish and return to the lathe and part off. Run the tap back through from the back end to remove the burrs made when cutting the slot.

Well that is about it - except for the washers and gaskets made out of various materials, a set of wad punches will be a great help. You may not need all of the parts, but I hope all of the above might help you make those that you need to complete the job.

Postcript: Eric has asked whether readers find his articles useful. Well, Mike Bowyer from West Horndon, BRENTWOOD, Essex wrote to me as follows:

"In the January 2006 issue of TTT, the continued article by Eric Hayes on Model CW windscreen wiper motor coincides with my own efforts at restoring same, My TC came fitted with the Blade Stop Plate shown in Eric's very useful Lucas diagram. However, even before I saw this illustration in TTT, I had some doubts about the stop plate because it prevents the wiper arms being able to be locked 'parked'.

This results in the w/w arms slowly creeping down across the screen and giving me quadra-focal vision, as I try to look around the driver's arm wearing bi-focal specs. There have been a number of 'wrong' or missing parts on this car so I've become very cautious about removing anything until thoroughly checking it out.

However, having searched all my books and mags with pictures of TCs when nearly new and peered carefully with magnifying glass, I couldn't find any with the stop bar fitted. Then I see Eric's comment about the plate, querying (page 24) its effectiveness. So I asked a few "ancients" who should know and they said that it was never fitted on TCs.

They concluded that the Lucas diagram was for general use and that some other models of the period wee fitted with the device. I have not yet removed the stop plate to try the system without it because I want a few more items to complete fitting a restored w/w motor".

Whilst the subject of letters to the Editor is fresh in my mind I reproduce below one from Phillip Butcher, who lives in Sandy, Bedfordshire:

"I had a nice present in my stocking this Christmas – Andrea Green's book 'M.G.s on Patrol'. This is an interesting read on M.G.s used by the Police from the 1930s to the 1980s. Turning to page 24 I was surprised to see a photo of a TA, registration number FRA 793, belonging to Derbyshire Police. My surprise was due to the fact that I am restoring FRA 794!!! This car is chassis number TA2889, first registered 6.12.38.

Beneath the layers of green paint, it was originally black, and together with the remains of the blue interior, suggests it may be an ex-Police car also. Derbyshire Police bought Midgets both pre and post-war in batches of six for traffic patrols.

The brown log book which came with it started in 1960, when it was in the Norwich area, but as Derbyshire have destroyed their registration records, the trail goes cold at that point. I wonder if anyone has suggestions on how to verify the possible Police connection?

The car was taken off the road about 1966 and the owner had tried to repair the body with more enthusiasm than skill, using about half a hundredweight of filler, pieces of oak furniture and ply for inner wings.

It remained in storage until I bought it last year and started restoration. The important parts, including the engine, appear to be original, although, naturally with the passage of time, some parts are missing.

As we pulled it apart, it became obvious that total restoration was needed, the tub being particularly rotten.

My father and I have rebuilt the body, which was an education in itself as there were only three pieces of wood under the scuttle and two in each door which were re-usable. It's the first car that I've restored which is suffering from both wood and tin worm at the same time!

I think to attempt a job like this, ideally, one needs to be an eternally optimistic sheet metal worker with a flair for woodwork and the patience of a saint.

Having finished the body tub and knocked the wings and running boards into shape, we can now start on the mechanical side. Hopefully this will be more straightforward – ever the optimist!

If anyone can help with a missing head lamp shell, air cleaner, a seat base and the slider that attaches to it, and a rev counter, it would be appreciated, even rough ones would do."

Phillip Butcher, 1 Malaunay Close, SANDY, Bedfordshire Tel: 01767 683963.

Ed's Note: According to the Factory Production Records, Phillip's car was fitted with engine number MPJG 3156 (which our records indicate that the car still has) and was produced on 14th November, 1938. The TA, registration number FRA 793, featured in Andrea Green's book is not known to the Register, but chassis number TA2895, registration number FRA 795 is known. FRA was a Derbyshire registration number and MGs supplied to the Police generally had consecutive registration numbers so it is reasonably safe to assume that Phillip's car was a Derbyshire Police vehicle (as probably was FRA 795). Twenty three TAs (TA2888 to TA2910) were produced by the factory on 14th November, 1938.

Some Police forces keep archive records of their vehicles and Phillip might find it productive to have a word with the Derbyshire Constabulary to ascertain what records they hold.

****

……and here's another letter to the Editor. This comes from Paul Camp, who lives in Cuffley, Hertfordshire.

Many thanks for another interesting and absorbing TTT .The article on Kimber House and the notes on the working party I found very informative and set me thinking as to what membership means to me. I started my MG experience some 20 odd years ago with the purchase of my MGB roadster. I was not very knowledgeable, and joined the MGOC, as a source of parts and insurance. Within a few years I also joined the MG Car Club as I felt it was more of a "club" rather than a commercial operation and used their recommended insurance. Some seven years ago I purchased my TC to join the 'B' (an ambition since my youth!) and also on a friend's recommendation also joined the Octagon Car Club. At this time I found the MGOC was just a parts supplier and their magazine was not very interesting, nor value for money, so I ceased my membership.

I find the Octagon Club a useful source for parts, their 'Bulletin' an interesting read, and they organise a number of interesting runs and Harry is on the end of the phone when needed!

The MGTABC web site and chat room is a wonderful source of information & knowledge and with my limited technical know how I have tackled jobs, that without the support of some of their members I would have found rather daunting.

The MG Car club has been a good club to belong to insofar that Silverstone, 'Rebuild' and The 'T' Party and similar events are great fun and have enabled me to meet like minded enthusiasts. I did enjoy "Safety Fast!" but have found the new format not quite so gripping and " MG Enthusiast" does not in my view replicate all the articles in the former "Safety Fast!" Let's hope it achieves the objective of increasing membership, otherwise in view of the considerable additional cost we should perhaps return to the original format.

TTT is much more of interest to us T types and we must be indebted to you for the hard work you put into it.

It seemed obvious to me that the original proposals for Kimber House would have been a financial disaster, and fortunately were scotched last year. The conclusions by the working party seem to make good common sense, and Abingdon should remain a home for MG as long as it is possible and viable. However, I would not be against a move to a more effective and cost efficient site in the future - in that respect I was impressed with the Aston Martin museum and archive centre in a green field site away from their traditional home!!

Sorry to have rambled on a bit, and again appreciation for keeping us members informed".

****

ITEMS FOR SALE AND WANTED

1 very good 12 volt wiper motor for old MGs and TA/B/C £45, Pair of 1 ¼" SU carbs, good condition with complete linkages £70, 1 TD 7" headlamp chrome with Lucas – King of the Road" badge insert. Good chrome – complete £30, I 12V petrol pump, good working order £25, 1 oval blue spot fog lamp – clean £15, I pushrod side plate £15, 2 petrol tank end covers £15 pair, 1 TD horn £15, 1 TA/B/C trumpet horn £20 Tel: 01429 838683

Set of 4 side-laced 19" wheels, sand blasted and enamelled silver. Suitable for Triple-M/early TA £200 or exchange for set of same size centre lace wheels Tel: 01702 587348

Oil filter adapter for late TD and TF (enables use of a canister oil filter) £27.50 (including postage) John James 0117 986 4224 jj@octagon.fsbusiness.co.uk

Wanted Set of 19" wheels for TC Tel: 01702 587348

Wanted TC rolling chassis with at least frame/axles/suspension/brakes steering or an unfinished project. Call Tony Smith on 01525 874716

T REGISTER COMMITTEE

Chairman	Dennis Barker 01590 622993 dennis55tf@dsl.pipex.com
Treasurer	John Steedman 01962 760328 JohnHWSteedman@aol.com
Secretary	Chris Sundt 01628 621836 tcreg@netcomuk.co.uk
Regalia, ***Safety Fast!*** & ***Totally T-Type***	John James 0117 986 6287 jj@octagon.fsbusiness.co.uk
Registrar (TD/TF)	David Butler 01234 407351 mgtdtf@ntlworld.com
Rebuild Organiser	Peter Cole 01243 867687 peter.cole@onetel.net
Competition Secretary	Chris Tinker 01473 461252 email@tinker.go-plus.net
Historian & DVLA rep.	Roy Miller 01451 824223 roymill@waitrose.com
Events Co-ordination	Graham Brown 01234 358729 graham@isisbedford62.freeserve.co.uk

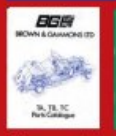
SECONDED MEMBERS

TD/TF Technical	Barrie Jones 01579 370487 barrietf@btinternet.com
Technical Adviser (TABC)	Roger Furneaux 01566 784111 roger.46tc@virgin.net
Registrar TABC & Specials	Stewart Penfound 01273 506216 stewart.penfound@btinternet.com
Tickford Registrar	Rod Sawyer 01227 750520 sawrod@tiscali.co.uk
Facilitator	David Barnes 01823 451355 dfbarnes@tiscali.co.uk
Honorary President	Mike Lugg 01428 606883 michaelofglenhead@tiscali.co.uk

FIRST FOR T-TYPE OWNERS

- CAR SALES
- COMPREHENSIVE PARTS STOCK TOGETHER WITH ENTHUSIASTIC, EXPERIENCED STAFF
- MAIL ORDER WORLDWIDE
- SERVICING
- BODYWORK
- PAINTSHOP
- ENGINE REBUILDS
- UNLEADED CONVERSIONS
- REAR AXLE RATIO CHANGES
- FULL OR PART RESTORATIONS
- COMPETITION PREPARATION
- 2 X DOUBLE T-TYPE RACE CHAMPIONSHIP HOLDERS
- TYRE FITTING
- WIRE WHEEL BALANCING
- TECHNICAL ADVICE AVAILABLE (WITH BROAD SHOULDERS FOR SOBBING ON!)

CATALOGUES



Please state which title.
Carriage: UK £2.50.
Europe £3.50.
Rest of the World £5.00

WWW.UKMGPARTS.COM SHOP ONLINE WWW.UKMGPARTS.COM

BG

ROVER MG APPROVED REPAIRER

2003

BROWN & GAMMONS LTD
18 High Street, Baldock, Herts, SG7 6AS
Fax: 01462 896167 *www.ukmgparts.com*

01462 490049