



Wally Stubgen's TD on its way back from Gatlinburg



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# THE EDITOR

As I start writing this editorial on Christmas Eve, I do so with a spring in my step (or should it be with a spring in my fingers as I type?). I have not yet started the rest of the magazine, but I approach the task with renewed vigour. Why? Well, you have responded magnificently to my request for prompt subscription renewal and close on 400 of you from the 500 'hard' copy subscribers have already renewed. Quite a few of you have also been most generous in sending "that little bit extra" and I think that any concerns I might have had about the finances in 2007 (due to a full colour magazine costing appreciably more) have been well and truly banished. Thank you all so much!

Those of you who have not renewed by the time I send out this edition (towards the end of January) will receive a reminder. Hopefully, between now and then, the bulk of renewals will have been received.

I am grateful to Gordon Lawson of The Ontario MG T Register for sending me the photograph for the front cover. Gordon put me in contact with OMTG member, Wally Stubgen, who readily agreed that I could use the photo (which was taken on the way back from the Gatlinburg (Tennessee) event in June 2006). Wally says of the car "The TD was purchased as a basket-case in 1976. I completed a frame-up restoration in 1978 and since then have driven the car about 50,000 relatively trouble-free miles. Several of the trips have been fairly lengthy, the most memorable being the solo cross-country run my wife Joan & I undertook in 2000. We travelled from Kitchener, Ontario (near Toronto) to the north-west peninsula of Newfoundland, then headed for Tofino, BC on the west side of Vancouver Island. We arrived back in Kitchener after a five-week vacation - in effect traversing Canada twice for a total of over 10,000 miles. En route I had to replace a coil and set of ignition points and swap the fuel pump. I firmly believe these are remarkable little cars and "meant to be driven".

Finally, a 'Happy New Year' to subscribers everywhere and thanks for the cards. I really liked the message on one, which read "May your exhaust always rasp, your kingpins never wobble, your big ends never knock and your lights never dim in 2007!"

**JOHN JAMES**

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# T REGISTER NEWS (Compiled by John James)

There are no past events to report as they have all been covered, either in TTT or in "Safety Fast!"

Our programme of events for 2007 is not yet finalised due to uncertainty about the 'T' Party venue and a decision also needs to be made as to whether we will hold the Practical Skills Workshop in 2007, or take a break this year and hold it again in 2008.

A Committee meeting is scheduled for 28<sup>th</sup> January and we should have a clearer view after this. In the meantime, I hope you find the following updates useful.

**1. 'Rebuild 2007' – 11<sup>th</sup> March 2007** This ever popular event will be held on Sunday 11<sup>th</sup> March, and the venue is, as always, St Neots Community College, St Neots, Cambridgeshire. Those who attended 'Rebuild 2006' will know that the state of the school left a lot to be desired but we have been assured that there will be no repeat.

We have also learnt that offering a choice of main courses at lunchtime, as we did last year, was a big mistake. All of the people at the front of the queue opted for the 'safe option', leaving those at the back of the queue 'Hobson's choice' of chilli con carne! This year we will only offer the 'safe option', although a vegetarian meal will be available for those who request it with their application.

The confirmed programme so far is Bishop Cam steering (**Eric Worpe**), TD/TF Steering and Suspension (**Barrie Jones**), T-Type Specials (**Stewart Penfound**), Basic Electrics and Lighting (**Peter Cole**). In addition, we hope to have a session on Tribology (Oils and Lubrication) and it might also be possible to squeeze in a slot on Restoration.

Throughout the day we will be holding our usual 'Bring and Buy Sale' of new and used parts. So if you have any parts to dispose of, please bring them along labelled with your name and the asking price. The sale is commission free and is provided as a service to all 'Rebuilders'.

'Rebuild' is not intended to be a fund-raising exercise; it is simply intended to break even. Accordingly, we have not increased the price for a number of years, but inevitably this year we must make a small adjustment to help off-set our ever increasing costs. However, we have decided to hold the price at £25 for MGCC members, but for non-members it will increase to £30. Thus the 'T' Register, at least, is able to demonstrate a tangible benefit from being a MGCC member. Hopefully, those who are non-members and continue to attend in significant numbers, will agree that even at £30, 'Rebuild' still represents excellent value for money.

A new feature for this year has been born out of our recognition that the

average age of T-Type enthusiasts always seems to be increasing, and our concern for what will happen to our cars when we are all too old to drive them. Therefore, we extend an invitation to bring along to 'Rebuild', free of charge, a son or daughter who might just become a T-Type enthusiast one day if only something would spark off that initial enthusiasm. All we ask is that they pay for their lunch, which this year will be £9.00. This offer is limited to the first 20 son or daughter applicants.

'Rebuild' will conclude with the 'T' Register AGM, so if you want to know what is happening within the 'T' Register, or the main Club, this is your chance to find out and you may even be able to influence future events. We urge you all to attend. It was in no small part the voice of the 'T' Register, expressed from the floor at last year's AGM, that was instrumental in halting the foolhardy attempt to turn Kimber House into a palace.

As last year, please send your applications, quoting your MG Car Club membership number, with cheques payable to **Peter Cole (N.B. not the MGCC 'T' Register)** to 8 Aldbourne Drive, Bognor Regis, PO21 4NE (this is a change of address from last year). The new telephone number is 01243 267234. E-mail [peter.cole@onetel.net](mailto:peter.cole@onetel.net)

Please note that your cheques will not be cashed until tickets are sent out in February, so don't worry if you don't hear from Peter Cole until then. Applications will be dealt with in order of receipt, and limited to 100 places.

**2. 'T' Register Trip to France - 11<sup>th</sup> to 14<sup>th</sup> May 2007** Organiser, Roy Ingleton, has notified those who have been allocated a place on this trip and is currently collecting their cheque deposits. He is doing his best to accommodate those on the waiting list by asking for more rooms in the hotel. Let's hope he is successful!

**3. Silverstone International Weekend – 22<sup>nd</sup> to 24<sup>th</sup> June 2007** The Register will be represented as usual in the main marquee with the Register stand and it is virtually certain that the usual Friday evening 'natter', which has proved to be enormously successful over the past few years, will be held. However, the Silverstone details need to be firmed up by the Committee and the final arrangements will be published in May's TTT.

**4. 'T' Party – 1<sup>st</sup> July 2007** As mentioned in the lead in to these notes, there is uncertainty about the venue for the 'T' Party. This event has been traditionally held at Shuttleworth to coincide with the Summer fly-in. However, we have been notified by the management that the entry fee is going up by 43% this year. We have raised a protest and sought a reduction, but we are not hopeful of a satisfactory outcome. It is therefore likely that Shuttleworth has seen the last of us and we will go elsewhere.

Quite where we hold the event is open to debate, but there are a number of alternatives for the Committee to consider, including one on the same day with a similar format. A further report will be made.



## 5. The Autumn Weekend 7<sup>th</sup>/8<sup>th</sup>/9<sup>th</sup> September 2007 (based on Chichester, West Sussex)



**Halnaker Windmill**



**West Dean Gardens**

Organisers, Peter and Vanessa Cole have been busy finalising rates with the Chichester Park Hotel and it is now possible to book for the Weekend.

As 'T' Register Autumn Weekends are becoming more and more popular, you are strongly advised to book direct with the hotel now to avoid disappointment. The details are as follows:

Dinner, Bed & Breakfast on Friday (7<sup>th</sup>) and Saturday (8<sup>th</sup>) at £65 per person per night.

Dinner, Bed & Breakfast on Sunday (9<sup>th</sup>) at £50 per person.

The contact details for the hotel are Tel: 01243 786351; Fax: 01243 782371. The website is [www.chichesterparkhotel.com](http://www.chichesterparkhotel.com) Those booking should quote 'MG Weekend' to secure the rates quoted above. The manager's name is Dean Chahboune if anyone needs further assistance.

One point that needs highlighting is that the hotel is on two floors but has no lift. Therefore, anyone needing a ground floor room should specify this at the time of booking.

The entry fee for the Weekend is £40 per car and a cheque for this amount, payable to Peter Cole (not the 'T' Register) should be sent to Peter as soon as you have booked with the hotel. Peter's address is:

8 Aldbourne Drive, Bognor Regis, PO21 4NE Telephone number is 01243 267234. E-mail [peter.cole@onetel.net](mailto:peter.cole@onetel.net)

**6. Practical Skills Workshop** As mentioned in the lead in to these notes, a decision needs to be made as to whether we will hold the Practical Skills Workshop in 2007, or take a break this year and hold it again in 2008. This decision will be taken at the January Committee meeting and the outcome will be reported in the March TTT.

# Re-Restoring the Front End of my 1946 TC, Chassis Number TC0654

This article is about my efforts to make the front end of my TC look more original, the references I used to build up knowledge and the suppliers I have found helpful.

To begin at the beginning, I have owned DWF 520, a TC built in April 1946, since 1971 when I was 20. It could best be described then as a driveable wreck and during its restoration in the early '70s when I was a student, originality was not my main concern, priority being given to creating a practical, roadworthy car as this was my main transport. In addition there wasn't the literature available then as there is today to help with the finer points of originality.

Fast forwarding to this year, I was beginning to feel that the car could do with a little TLC (tender loving care for the benefit of some of our overseas readers **Ed**) and I had to remind myself that all those pieces I had bought back then from Toulmin Motors (who remembers Tom Davis' wit and wisdom?) were more than 30 years old. I already knew that a lot of features were not original but before starting on a re-restoration I decided to research the subject in some detail. Here's what I found out.

For anybody contemplating a serious restoration there are three 'must have' books. I had always enjoyed *Original MG T Series* by Anders Clausager ISBN 1 870979 06 0 and I added to it *MG T-Series – The Complete Story* by Graham Robson ISBN1-86126-179-9. But I balked at buying from John James the Michael Sherrell book *TCs Forever!* as it costs about £55 including postage. This was a huge mistake! Belatedly, I realised I needed it before writing this article and when it arrived it was a revelation! I urge any TC owners reading this to get one of the few remaining copies from John immediately! Not only is it a mine of information, it is an extraordinary story of one man's life and devotion to a particular model of car. His knowledge and workmanship, as evidenced by the drawings and photographs, represent a standard to aim for.

In addition, John put me on to fellow T-Register member Brian Rainbow, who suggested I visit Barry Walker as Barry was selling a TC described as being very original. I visited Barry and he generously allowed me to photograph the car and also provided helpful comments about my car's originality.

Being thus armed with a reasonable amount of knowledge I took an inventory of the external details of the front end of 0654, that's from the windscreen forward and found quite a number of detail inaccuracies – see the **Before** photo (page 9).

**Headlights** – Like many others, my car came with the headlamp shells fitted with 7in sealed beam units. I was quoted some horrendous prices to get back to 8in until a chance encounter with Keith Ardley (01353 778493) at a Jaguar Spares day put me on the right lines. Keith is, for those who don't know, a

manufacturer of replica Lucas parts and was able to supply everything I needed to get back to 8in lights for under £200. The only other upgrade to my headlamps was to paint the riveted-on base black. They are re-attached to the brackets using a spring-washer with internal serrations and chrome nuts. Concerning the finish of the nuts, Sherrell says they are chromed but the various books referred to above have cars with painted, chromed and brass nuts, so there may be no one right answer on this. In the **After** photo the car is fitted with the later Lucas lenses but these will be changed for the earlier flat lenses.

**Radiator** – The most obvious originality feature with the radiator is the fact that the slats should be trim colour. With the radiator and shell out of the car I decided to have the radiator checked out and get the neck of the header tank straightened as this was at angle rather than vertical. I like Northampton Autorads ( 01604 630191) as, although it's quite a big business doing OEM stuff for Jaguar etc., the owner Don Goodwin, still does the really specialist work himself.

**Headlamp support brackets** – Aside from the small brackets which pass through the radiator shell which are chrome, the radiator support brackets themselves and all the set screws and nuts at both the wing and radiator ends should be body colour. The **after** photo shows how the headlamp wiring should go.

**Sidelights** – These are Lucas 1130 of which there are a number of variants. For cost reasons I had chosen ones with no Lucas medallion and with plastics lens. I obtained the correct chrome rims and frosted glass lenses from Barry Walker and got the red medallions from Moss Motors. I drilled out the 1130 bodies to take these and glued them in. I believe all Lucas medallions should be orientated so that you can read 'King of the Road' when standing in front of the car. Needless to say the glue was already dry and then set the other way round when I read this 'nugget'! At this point I should say that, aside from other suppliers I specifically mention, I have bought everything else from Moss Bristol. I find their catalogue clear, their price, availability, quality and service all good.

**Wing braces** (supports) – another part which I had originally incorrectly painted black were the wing braces which should be body colour (as is the under-wing finish). I fitted these with new bushes and this time refitted the wings remembering there is a rubber between the brace and the wing itself. With the headlight/sidelight wiring out I decided to fit the correct flexible wiring conduit and this can be obtained from Paul Beck, 01692 650455, and you need 1 metre of 10mm i/d. Actually, the conduit only goes two inches into the brace and visibly covers the wiring loom about as far as the inside edge of the chassis. Sherrell says this is 10.5in and I think it is quite an important originality feature as it is obvious in the **After** photo.

**Brakes** – The lines are covered at the front and rear of the car with a flexible steel protection coil which, again, adds to originality. *(continued on page 10)*



## TC0654 – BEFORE AND AFTER



The coil is available from Moss and it was easy enough to remove the one line on my car not covered with the coil, saw off the flare at one end of the line and then slip the coil over and re-make the flare. There was enough length in the brake line to compensate for the slight reduction in length this creates. Remember there is a grommet where the brake line on the nearside passes through the chassis. While I had the brakes 'down', I re-rubbered the master cylinder and wheel cylinders and relined the front brakes. Everything needed here can be had from John James. Brake drums are black.

**Front Valence** – the front valence is attached to the chassis by 5/16in BSF bolts (2) and set screws (6), the rear one on either side is a bolt into a caged nut on the chassis and the front two hold the badge bar. All of them should be body colour. The Heads on BSF bolts apparently always have 3 equidistant spaced letters to identify them as BSF and, as these are quite clearly visible on the car I bought new ones from our local fastener specialist in Witney, Oxfordshire S.J. Wharton, 01993 779630. They are really helpful. The piping between wing and valence is body colour and can be had by the foot from Paul Beck – you need 3 feet.

**Badge Bar** – this is chrome and the brackets are body colour as are the set screws which clamp the bar into the brackets.

**Horn** – Here again I had a cheap version of the standard Lucas Altette horn and was pleased to buy from Barry Walker a correct reproduction rim and the characteristic scalloped pyramid-shaped nuts. The horn centre nut is chrome and Clausager says the diaphragm is crackle black finish. The time was when crackle black spray was readily available in car accessory shops but not now! I got a can from Moss. The horn is mounted on the driver's side and the wires come up through the bracket and pass over the badge bar on the side away from the wing as in the **After** photo. The horn bracket is black and I assume it should be mounted with a simple 3/8in BSF bolt. As the nut is visible next to the body colour badge bar bracket I have assumed it should be body colour but I have not found a reference to this in any of the books mentioned.

**Spot light** – 0654 being an early car needs a Lucas FT27 spotlight and I had made do over the years with a WIPAC product from the 1970s. Before I met Keith Ardley I had decided I would not pay the £400 price asked by Moss and others for a new replicate unit, but Keith is the manufacturer and supplies them for £175. You don't need to be a great mathematician to see this is a BIG saving! The lamp is attached to the badge bar with a long nut which Keith supplies chromed (thus matching the headlamp nuts) but it may be that these were also painted body colour or brass.

**Number Plate** – the front number plate is mounted on a black painted backing plate and the two are meant, according to Sherrell, to be attached to the valence by two bolts into caged nuts on the back of the valence although my car has no vestige of the caged nuts. I used two 2BA bolts to mount them to the valence with some washers and a nut between the backing plate and the valence to prevent them rubbing against each other. The top of the number

plate should be on the horizontal line of the most forward part of the valence – see **After** photo.

**Windscreen** – I noted I had reassembled the windscreen back in the '70s using cross headed screws. Of course, all windscreen and rear view mirror arm fasteners should be slotted. Moss do a packet with all you need and I simply changed those that are visible.

**Wiper motor and wiper blades** – the Lucas wiper motor should have a crackle black body. The wiper blades should be the ones with the tightening screw externally fitted - these are available from Moss – and not the later, neater type with the screw underneath. Where the wires in their sheath pass through the scuttle on the passenger's side there should be a rubber grommet.

**Rear-view mirror** – all TCs, I think, were fitted with the Lucas type 160 chrome plated mirror and anything mounted on the scuttle or, as in my **Before** photo on the windscreen top rail, is not original. I bought an excellent replica one from Keith Ardley for £45.

**Conclusion** – that's about it. I did the work over 6 weeks taking about 100 hours of my time and spending, although I haven't really counted, about £1000.

I hope other T register members find the above useful and think from the photos it was worth it!

My thanks go to John James for his unfailing help and advice by email and the good humoured inputs on nut and bolt originality from Mike Card, Alan Webster and David Irwin.

**Chris Bristow CB 12/12/2006**

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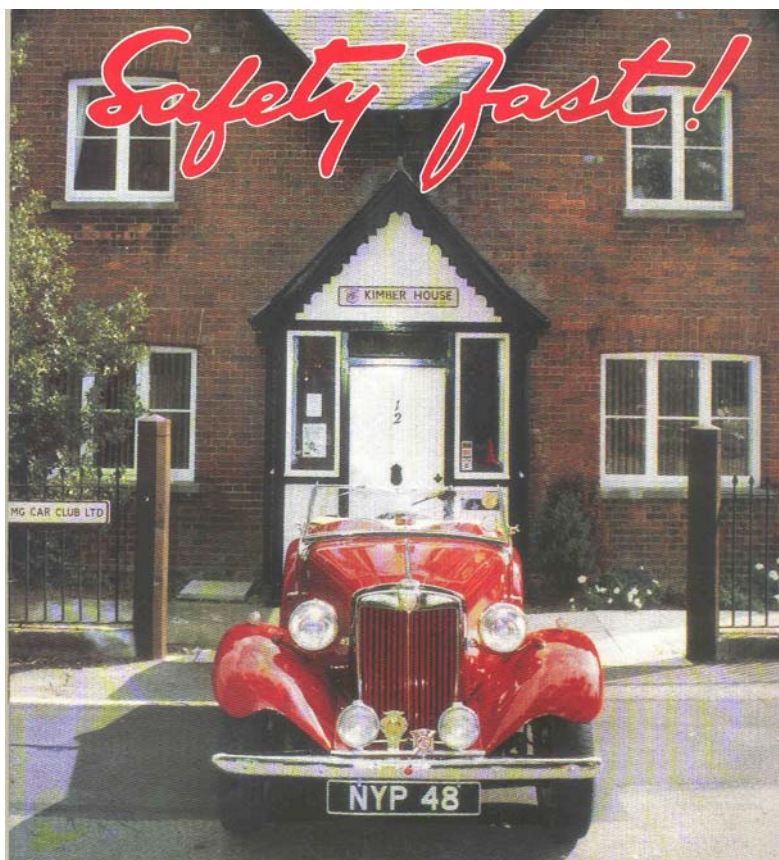
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## “THEN AND NOW!”



This is the “Then” photograph of David Fox’s TD, parked outside Kimber House, which graced the front cover of “Safety Fast!” in July 1992. David wrote to me last June as follows:

“Just to let you know that I will not be renewing my membership as I have now moved to Spain, I will of course continue to keep up to date by using the web site. Whilst writing I must say that TTT is a very absorbing read and a great credit to you for producing it.

On the subject of brake fluid, I know that this has been done to death, but I must have my two penn’orth. I restored our TD, NYP 48 over a period of 4 years and put her back on the road in 1989, since when she has covered many miles both in Europe and the UK. When restoring I decided to go the ‘silicone route’ as it was a fairly new thing then. I replaced all the seals in the cylinders and flushed out the brake pipes I was re-using (some were new).

The original silicone is still in the car and the brakes are faultless. We drove the car from UK to her new home here in Southern Spain last August, and had no problems at all during the trip of some 1,600 miles. This included many mountain roads where drum brakes would normally have faded. I cannot recommend the stuff highly enough and will be putting it into my next project (an early B GT).

Before putting in silicone the TD regularly suffered from sticky wheel cylinders, this does not happen now, even after a prolonged lay up.

Thanks once again John and please let members know that if they are here in Southern Spain and in difficulty, we are in Velez Rubio, between Murcia and Granada just off the A92N and would be pleased to assist. Tel (0034) 950 412165.

Kind regards,

David & Sue Fox

PS I attach a picture of NYP 48 amongst the Olives and Almonds of her new home."

**Ed's note:** The "Now" photo is below – I have held on to this, knowing that a full colour magazine was coming, as black and white would not have done either photo justice.



## **“Tinkle Plunk” not “Vroom Vroom”**

Every year the MGCC T Register holds a weekend when like-minded T-Type owners get together to enjoy each other's company and the local countryside. This year we ventured further North, and based the weekend on a hotel in Harrogate in North Yorkshire – with tours arranged for the Saturday and Sunday through the Yorkshire Dales.

Saturday dawned dull with a strong wind – not auspicious. As the day progressed, the weather, if anything, got worse. Visibility steadily decreased – the Dales were not even vaguely in sight – and the roads awash. In places the water was so deep that waves occasionally came up over the radiator even though we slowed right down to traverse the floods. We were leading our group of three cars up to the lunch stop and, as we approached a hill into the village where lunch was to be taken the TC went progressively onto 3, 2, 1 and then NO cylinders. A preliminary check suggested ignition, but we did make sure there was petrol getting through. Changing the rotor arm had no effect (there's been trouble with new rotor arms failing recently) so we eventually changed the distributor cap – which worked. All this took some time and, in spite of attempts to keep dry under an umbrella, we got absolutely soaked in the driving rain as the photo shows!



Examination of the cap back at the hotel showed no obvious tracking faults and, indeed, I put it back for the run home. I can only assume that, in going through one of the many floods a little earlier, water had flooded over the engine and got into the HT lead connections in the distributor cap, effectively

shorting it out. Annoyingly, this is the first time the car has failed since I rebuilt it over 10 years ago.

On Sunday evening I spent time cleaning the electrical system and replacing the distributor cap I'd borrowed when trying to sort out the problem in the driving rain. Shortly after we left Harrogate on the Monday for the run back

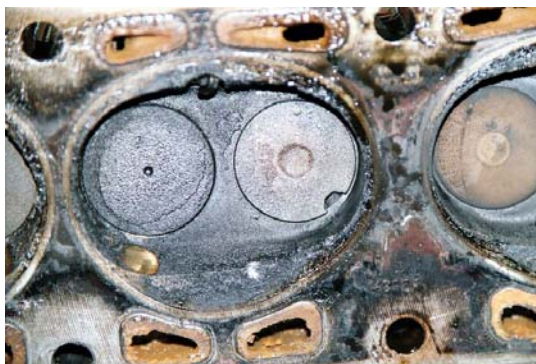


home in Maidenhead, via friends near Lichfield for lunch, the car felt sluggish. On reflection, it had been less “sharp” than usual for the whole weekend, but I had put that down to being waterlogged. My first instinct was to blame the distributor cap so we stopped and a check showed that No 2 plug was oiled up and obviously not firing properly, so I replaced the cap with my spare. Things just got worse and, after a few miles, it was clear that I was losing one cylinder. I found that the car would cruise comfortably but trying to start from a standstill – especially up hill – was a real trial. We arrived at our lunch stop in a very sick sounding car. After the usual electrical checks showed no improvement, we did a compression test – Nos 1, 3, and 4 were all around 130lb, No 2 was – well – 0. I drove the rest of the way home carefully, trying to avoid too many standing starts.

At home I removed the cylinder head to find that a significant chunk of the exhaust valve of No 2 cylinder was missing (*photo bottom left*). On removing the valve it appeared that there was some sort of fault in the material that had caused a small hole to burn through which grew to create the large segment that can be seen to be missing (*photo bottom right*). I've replaced all 4 exhaust valves, cleaned up the head and combustion chambers and refitted everything, and performance is back to what it was.

Could I have anticipated this failure? Probably yes. On reflection the signs were there quite early with a general loss of responsiveness, especially under load, for some time. During the T weekend itself, the car had “run on” a couple of times on the Sunday (something it has never done before) and had trouble accelerating up hills. I had noticed that No 2 cylinder plug was more oily than the others, suggesting something was wrong with No 2 cylinder, but had not followed up on this. Now I know. There was!

**Chris Sundt**



**“Tinkle Plunk!”**

# Green Paint used on TF 1500, SNN 517.

The recent article in the September issue of TTT, featuring questions posed to Barrie Jones, prompted me to write and share my findings. The particular question concerned the shade of green paint used on the TF.

I acquired my green TF some six years ago, and after a period of ownership, I wished do some 'touching up', but did not have any paint, and more to the point, did not know what the specification of the paint was. The car had been re-sprayed back in the mid '80's and was (and still is) very presentable, and is of a shade of green which I find particularly acceptable, but I did not know whether it was the original colour, or some 'look alike'. Contact with the previous owner did not reveal the exact specification of the colour.

So I embarked upon a little research.

The TF has the Nuffield car numbering system (HDE13/8918 in my case) and the 'E' would indicate that the car was painted green, also I have a Heritage Certificate, which states that the colour was 'MG Green'. Additionally, I have some pre-restoration photographs showing the car to be green.

The overwhelming evidence shows that the car was green, but WHICH green?

Referring to Clausager's 'Original MG T Series' he states that the third letter in the car number indicated the paint colour, and that 'E' referred to Green (MG Green, or Almond Green) *[You will now note, that 2 colour greens have crept into the equation!]* Furthermore, he quotes that the TD was available in a darker green, Woodland Green. So it would appear that there was a possibility of 3 greens being used, *[as indicted by Barrie in his answer]*. My view is that the 3 greens can be defined as,

- a solid mid-green, (Woodland Green)
- a metallic mid-green, (Almond Green)
- and a solid dark green, (MG Green)

Clausager gives the reference of Almond Green to be ICI code 2007 (Metallic)

Now turning to Green's *[No pun intended!]* 'T Series Restoration Guide', he comments that the TD came in 2 greens, Almond Green and Woodland Green. For Almond Green, he states.... " There is some doubt as to exactly which colour this was as some references mention that the body was metallic and the wings solid colour. *[This is borne out by Clausager]* I am sure, however, that although some cars were finished this way (probably with Metallic Green GN31 for the body and Almond Green GN37 for the wings), some were finished in TC Shires Green GN25" *[note, more greens creeping in!]*

For Woodland Green he states... " This is a darker colour that the earlier greens with more blue in the mixture". GN29 refers.

For the TF, he defines the colour as MG Green, and states....."The colour listed in the catalogues appears to have been both a solid colour (probably Woodland Green GN29, as on the TD's) on some cars and a metallic GN31 on others".

*[The GN numbers referred to above, are the BMC paint codes]*

Additionally, I note that in both Brown & Gammons and Moss catalogues they advertise a range of paints from Classic Car Colours. Almond green is designated GN37, and Woodland green GN29, and in the Moss catalogue they give an 'alternative name' for Woodland, as British Racing Green (dark).

I am not sure that I was any the wiser, but armed with the above information and paint codes I visited several paint shops in my area. Although they were helpful and had computerised paint charts and matching facilities, they did not go back to the 1950's, and so were unable to help. I was recommended to try another supplier, (Milton Keynes Paint & Equipment, 01 908 371441) who proved to be most helpful. After much searching through the computerised records, and paint charts, they suggested comparing their swatches against the actual paintwork. This was done in the daylight, by one of their staff, (who had particularly sensitive eyes) and after much comparing of colours from several manufacturers' paint colour ranges, the best possible match was obtained.

On turning the swatch over it said..... " **BMC GN29, British Racing Green**"!

It transpired that I was able to purchase a small quantity (1/2 Ltr) of the said paint, and additionally, they decanted some into an aerosol for me. All for under 20 quid! I have now done some (brush & aerosol) touching up and the match is perfect, and the code (GN29) is known, so I am happy!

The colour of my car, SNN 517 can be viewed on page 66 of June 2005 'Safety



Fast', and pages 116 et seq., of Paddy Wilmer's book 'T Series in Detail'

Yours Colourfully,

**Paul Plummer**

*Totally T-Type, January 2007 17*

# KOT 400 XPAG Special

I, like many of my vintage, lusted after an MG TA/TC when I was relatively young, after seeing the local constabulary driving them. My introduction to the MG marque was with my father's VA and later his MGA Twin Cam (I helped polish them many times). MG featured in my car ownership later on with my MG Midget, MGB Roadster and GT.

As more money became available I could afford to consider restoring/building a car that was not my main vehicle. I embarked therefore in building two kit cars (should I wash my mouth out now, but aren't all production cars built from kits?) The first was a G.T.M. K3 (very similar to the present MG TF but in existence before the TF), the second being a Caterham 7. These I enjoyed building very much and I learned a lot.

The MG TA/TC visions were still in my mind, so after selling the Caterham I bought a TC in 2002, after searching around for some time. I enjoyed the TC but did not use it very much. During this time I had visited the MG International Show at Stoneleigh and saw on Andy King's stand a T-Type MG with a supercharged XPAG engine and Q Type body. I thought, I would like one of those. It is different! On visiting the MG meeting at Silverstone in 2004, I looked at the XPAG Specials display organised by Keith Hodder, one of the Specials was a T-Type with a Q Type body belonging to Andy King. By this time I had got to know Andy from visiting various shows. So I visited his stand and showed him a few photos of my TC, asked him if he would build me a Q Type like his, taking my TC in part exchange.

Andy being the good businessman he is immediately said "Yes", so we began to talk amounts of money required and part exchange values. By August 2004 we had agreed on costs and he set about finding a suitable TA to use as a restoration project. Soon after, Andy found a TA, chassis No. TA1781, registration number KOT 400. What an appropriate registration (Knock Out T). After discussion I finalised the specification using TA1781, XPAG engine supercharged, Q Type body and instruments, 5 speed gear box in the interests of more relaxed cruising, TA rear axle, external stainless steel exhaust system etc. etc.

I knew I would find the build time would be very frustrating to me, since I would have liked to lay a few spanners on the project without upsetting Andy. He was very understanding about this and so during the build time of 9/10months I visited him in Stathern approx. every 6 weeks. I would fly from Edinburgh to East Midlands Airport (40mins wheels up- wheels down) early in the morning. Andy would kindly pick me up and we would spend the day working on the car and sometimes sourcing the supply of parts i.e. exhaust system, wheels and tyres etc. This part of the build was an education to me, so many talented craftsmen in the Midlands. Andy would then drop me off at East Midlands for

the return flight in the evening. This method of travel was in fact cheaper and also so much quicker than driving.

I really enjoyed seeing the car coming together during this time as it made a difference to me personally. I was grateful to Andy for agreeing to do this and I would recommend him as a supplier to anyone wishing to use his Company.

Andy and Angie King delivered KOT 400 on 5<sup>th</sup> November 2005 so I thought I should call the car "GUY".

During the time of the build I was very thankful for the help I received from 'T' Register Committee members, John James and Stewart Penfound. Stewart is T/ABC and Specials Registrar. He searched the 'T' Register records and was able to tell me that TA1781 has 'T' Register number 3801 and was built on 6<sup>th</sup> October 1937. It was registered in 1976 with the Register, the registration number then was DBY 985 and was owned the by a Mr. D Allan from Glasgow. So in a way it has returned to this part of Scotland where it once lived. I also must thank Keith Hodder and his wife Maureen for their hospitality at the XPAG Specials display at Silverstone in 2005 (when KOT 400 was almost finished) and in 2006 when it was complete.

The photograph was taken in June 2006 at the S.W.T.V.C. summer rally near Glasgow, this being the car's first club outing.

**Barry Crichton**

MGCC Membership No. 97675



# FUN AND GAMES WITH A T TYPE

Eight years ago I purchased my first T Type, following many years of never quite being able to find the resources for a TC. Like many T-Type owners I am classified in the box on questionnaires as 'Over 60' – doesn't seem like it most of the time - until I find that I am playing hugely talented 14 year olds in the lower reaches of the ladder at the tennis club. Even more so, watching big hits on the field of my local rugby club!! Anyhow I digress.

## ***An early strike?***

I was going to buy a TA, back in 1969, which was advertised in the *Birmingham Evening Post*, for the grand sum of £110. However, the love of my life at the time persuaded me to buy a Mini Van! A year later, when I started work, it was the one occasion when purchase of a T-Type was feasible. However, I needed a reliable car so the Mini Van was sold and I acquired a Triumph Spitfire, followed by a Triumph Vitesse Convertible.

## ***A starting point***

My love affair with MG's did not disappear and when I moved to London in 1972 my thoughts once more turned to T-Types and I can recall buying the first edition of *Classic Cars* in October that year. Readers may recall that a wonderful TC, GAD 518, adorned the cover. However, any hopes of acquiring a TC were once more beyond my pocket. I sold the Vitesse, paid off the loan and was left with a cheque for £30 and a crooklock without the key! Not much to buy any MG! Nonetheless, I looked around and found a YA in Dulwich which I bought for £95. Indeed for this I had to borrow the balance from one of my flat mates. I kept the car for seven years and sold it for £1350 seven years later.

## ***Looking to change***

I owned another Vitesse in the early '80's but with a growing family thoughts of buying an MG or any car had to be put on standby. I eventually acquired an original YA (pictured right) in 1992, which finally made the road a couple of years later. Great fun though it was I still hankered after a T Type – and a TC in particular.

I realised that even though the Y had increased in value there was still a shortfall between my dreams and reality. I advertised the car in exchange for a TC. I





saw one in Stoke on Trent (pictured right), which the owner, having driven from North Wales to meet me in a Service Station, then decided not to sell. Moreover, he wanted £10k for it. This was at the limits of my budget. Therefore, I was probably relieved that he had changed his mind as I am sure I would have done something rather silly and bought it!



Later in the summer of 1998 I nearly resolved a swap for my YA with a TC plus a cash adjustment – after some deliberations we could not agree on a figure and the opportunity passed. I am unsure as to whether I made the right decision, as the car was a runner and as far as I can recall original but required a significant piece of timberwork replaced. Since I have no record of the chassis or registration number I would have no idea as to what happened to it – though I guess it has no doubt been rebuilt,

Later in the year I was attending an event in Oxford organised by the Morris Series E Register – who were celebrating their Diamond Anniversary, following an invitation by the organisers to show how the Y and E shared the same six light bodies. I recall visiting a newsagent in the city centre to get out of the pouring rain and picked up a Classic Car magazine that I had not come across before. This showed a photograph and description of a TA which was for sale in Gloucestershire.

I paid a visit to the vendor and saw the car, which I was advised was a 'Cream Cracker' trials replica and was painted accordingly (see photo). The car was fitted with an XPAW engine and TC/Riley gearbox. The engine and chassis had been rebuilt, a new body tub was fitted, and the car rewired. It was fitted with 16" wheels on the rear and 19" on the front and it had a new MOT.

### **Decision made**

I was taken for a drive in the car, which seemed very quick and was quite smitten by it. The price agreed was reasonable and it seemed a basis for rebuilding over time back to a swept wing model. When I picked the car up at the end of November a friend followed me back to Leamington Spa. It was a



bright afternoon but by the time we were 15 miles down the road I was frozen. So we stopped had a coffee and I added some more layers of clothes. We drove the 60 odd miles back to Leamington Spa. Bob, my friend, commented when we arrived home *'did you realise that I was clocking 60-75 mph keeping up with you!'* I hadn't, having spent time beginning to get used to driving the car – the steering being a little different from the rack and pinion on my YA!

My wife was appalled when she saw my purchase and wasn't prepared to listen to Bob's view that it was a good buy. I would add that over the years her views have changed – although she thinks that I spend far too much time and money on the car.

The next four months I ran the car throughout the winter and it was great fun – hood down, cold at times and such a huge difference from the YA. However, in March, 1999 on the way to the 3<sup>rd</sup> Y Type Spring Run, which I organised and continue to do (the



10<sup>th</sup> and Diamond celebrations to be held in May 2007) and less than a mile from home, I was hit by a car pulling out from a side road. The outcome was a bent front chassis member, twisted bonnet, bust radiator and shell and other damage – though the engine had not been damaged. One useful fact to emerge was how good the Insurance Company was in dealing with the matter in a sympathetic and understanding way. Thank you *Footman, James Ltd.*

Eager to get the damage repaired, I spoke to one or two well known restorers but finally took it to a local company who showed me examples of work they had done and their facilities and paint shop etc. The benefit of this was that I could drop in as and when I wanted to review progress.

The rebuild took five months and included a new brass radiator shell to replace the crumpled Taiwanese one that had been fitted. As the car had to be re-sprayed I took the opportunity to have it painted one colour – Rover Old English White –still available from Halfords. I finally picked up the car at the end of August, now fitted with 19" wheels all round having sold the 16" wheels. The car looked impressive although it still displayed its 'Trials' background.

We began to use the MG far more and travel some distance. A millennium event disaster occurred when the rear axle failed – bust half shaft, knackered crown wheel and pinion etc. Help from Roger Furneaux and new half shafts from Octagon Car Club and we were on the road once more!

Again I continued to use the TA throughout the year (and still do) which was great fun. The photo (right) was taken at Prescott in 2000.



I have to say that my presence on the highways owes much to the huge help that Brian Rainbow has given me and continues to do. Undoubtedly, his knowledge, great friendship and willingness to help have been outstanding, without this I would have been completely stuffed.

I decided to acquire front and rear wings, running boards etc. Over a period of about six months these came from a variety of sources – but motorway service stations seemed to be a common theme as a viewing/collecting area!

I knew a very good body worker and paint finisher who did an excellent job fitting the parts – although despite my request he decided to fit the running board tread strips without the fluted finish – something that I will address in due course. (The photo below was taken at Clermont Ferrand, France in July 2006).



This running restoration included fitting a new interior, replacing the bucket seats with the bench seats that are part of the character of TA-TCs, fitting correct instruments, dash panel and carpets. The seats were acquired from adverts for the princely sum of £50. The Moss kit

of seat covers fitted well enough, though the trim panels required some serious work – and need to be revisited once more. One of the disadvantages of changing the seating back to original is the need to purchase all the bright work that goes with it and the sliders, hinges etc – all of which are costly items.

The other question I asked myself was just how far I should go – particularly as the car is not original. It's a difficult one but I decided to modify the car to fit my needs and requirements. Had I owned an original car that had been largely

unchanged over time then I would not have undertaken some of the alterations that I have made to my TA.

In 2001 I acquired a VW steering box, which I think is an essential if one is to use the car as a regular driver. When my gearbox fell apart I decided to have a 5 gear box fitted. I was obviously a guinea pig for the supplier of my box, which I was to have fitted by a local factor. There were problems which were finally resolved when the supplier took the box back and the car and fitted it for me. I have to say that the eventual outcome has been fine. Both changes, which are significant, and undoubtedly have an effect upon the character of the car, are practical and the original parts can be refitted without any problems. I would not have fitted a five gear box to an original car. However, much would depend on just how good the Bishops Cam box was as to whether I would fit a VW Box – probably not, though I might purchase one as an insurance.

The car has travelled across France – most recently to MG Europe in 2006 – and Ireland, as well as many journeys to the north and south of England. I reckon to cover around 3-4,000 miles a year. These journeys have in the main been great fun although breakdowns have on occasions been a challenge – though a trip to Italy in 2005, which ended in Winchester (on the outward journey), has to be the most frustrating of all to date.

Mechanical upkeep has been of the essence and again I owe much to my guru Brian who has helped, fitted and updated a range of necessary works, these include stub axles, front suspension and other regular maintenance work.

Towards the end of this year I am taking the TA down to Peter Edney's for work on the engine to minimise oil leaks and a lead free head conversion which I hope will set me up for the next 20,000 miles or more.

I have some fettling to do on the bodywork and trim which I have decided to carry out over the spring before the season starts and we travel to Heidelberg for the MG European Event of the Year at the end of May 2007.

So still great fun and I had a thoroughly enjoyable jaunt last week's to the *Old Farts Luncheon Club* that Brian organises. A 65 mile round trip on a pleasant November day – brilliant! I have a car that I really enjoy using even though it has modifications that purists would not approve of. Sure if I had the resources it would be great to acquire a high quality original TC but I don't so I am where I am!

**Jerry Birkbeck**

## **DISCLAIMER**

**Articles published in *Totally T-Type* are published in good faith, but the MGCC '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.**

## **The Tale of TD4194 (or how not to buy and restore a T-Type)**

The year was 1978, I was recently married, driving a Lotus Elan as an everyday car, but from childhood had always had a desire to own a T-Type. Even then, cars in good order were reaching £3,000 pounds and I only had about half that to spend. The first attempt took us from Bedford to a Nottinghamshire mining village one wet winter's night to look at a TC for restoration, advertised in 'Exchange and Mart' with an address but no telephone number. When we arrived we found that it had been sold two days before 'E & M' arrived on the news stands!

I eventually found a part restored TD in Yorkshire, which to my untrained eye looked OK, albeit half the parts were in cardboard boxes. The owner, who was a Pontefract Night Club owner, assured me that everything was there. A price was agreed and we collected the car (or rather a pile of bits) a month later on a flatbed truck.

On reflection, I suppose that was mistake number one – never trust a nightclub owner and don't buy a car in a dismantled state unless you do a thorough inventory of the parts!!

To cut a long story short the "part restored" body frame broke in half when I removed it from the chassis and all the front offside suspension, as well as numerous other parts were missing. At that point I realised that the rebuild would have to start from scratch.



**TD4194 in 1978 with enthusiastic new owner, Tony Short in the driving seat – but where's the offside front suspension?**



In the first year I managed to find most of the missing parts from a most helpful Anthony Brier in Huddersfield and also in that MG treasure house, Richardsons in Staines. The chassis was stripped and sandblasted and the rebuild started again. The body frame was scrap and not being able to afford a new one from one of the established MG specialists I found a man, not far from Milton Keynes, who said he could build me one for about half the price. This was mistake number two! A year and a half later, after every excuse in the book, the body was finally delivered. The quality of workmanship was poor to say the least and when it was offered up to the chassis it was clearly very distorted and few of the mounting points lined up. The builder said that they all used to be like that when made at Abingdon and all I needed to do was to pack out places where frame and chassis didn't meet!!! After another attempt and several more months had passed I finally gave up. The poor man's marriage had broken up and clearly, putting any more pressure on him was not going to produce a satisfactory outcome. Fortunately, I managed to sell the body, albeit at a big loss, to a guy who was building a Trials Special and was not too worried about body/door fit. I then ordered a new body from Anthony Brier, which was beautifully made and fitted on to the chassis perfectly.

Whilst all this was going on I delivered the engine, which clearly required a complete rebuild, and the gearbox to a specialist in the Midlands. The rebuilt engine and gearbox were fitted to the now rebuilt rolling chassis. The engine was very tight, but eventually I managed to get it to run before draining the coolant and putting it away for the winter. That particular winter was a very harsh one in Bedfordshire and one day, to my horror, I found a pool of water under the engine. On examination, I found the block to have cracked along the water gallery. I had drained the radiator and when nothing came out of the block tap I naively assumed that all the water must have drained through the radiator. This was mistake number three! Undeterred, I took the block to Brown and Gammons and they had it stitched for me. When all the core plugs were removed it was found that they had not been removed during the rebuild and

that the waterways were full of rust and other crud!

The car (pictured left) was finally put back on the road in late 1987, but the problems were not over. On a journey to Silverstone the following summer, the





camshaft seized, bringing me to an abrupt halt on the Northampton Ring Road. On stripping the engine it appeared that one of the camshaft bearings had been fitted in such a way that the oil ways did not line up. Eighteen years on, the same engine is still running, albeit a little noisily and blowing out the occasional puff of blue smoke!

In summary, I guess that I learnt a lot during the rebuild. The learning points were as follows:

\* Don't buy anything in a dismantled state, unless you are absolutely sure that everything is there.

\*Don't try to cut corners to save money by using individuals or companies who undercut the established businesses.....but even when using some recommended experts you can still be let down!

\*Finally, don't ever buy a used car from a Yorkshire Night Club owner!!

### **Tony Short**

**Ed's note:** Thanks for an entertaining article Tony. I'm sure lots of us have "been there and done that" – I certainly have!

Tony also mentioned that he has had the same silicon brake fluid in his TD for twenty years with absolutely no problem, apart from a failed brake light switch.

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# **BRAKE FADE/BOILING OF BRAKE FLUID/ TD WHEEL CYLINDER PISTON SEIZURES**

*Chris Lewis has penned some useful notes, prompted by David Fox's reference to brake fade, which was published in the July '06 issue of TTT (and reprinted on page 13 of this issue).*

I can't comment on silicon brake fluid as unlike David and Sue Fox, I haven't used it, but I think it is worth pointing out that "brake fade" is not the same as the (sudden and complete) loss of brakes which can occur if the brake fluid, or water trapped in the system should boil. Neither event is enjoyable, especially downhill on a mountain pass, but the causes are different.

## **Brake Fade**

Occurs when the temperature at the contact between the lining material and the brake drum reaches a level where further increase in temperature causes a noticeable reduction in the coefficient of friction. It will then be necessary to press harder on the pedal to maintain the same level of braking. If braking heavily while descending a very steep hill, fast and/or in too high a gear, further increase in temperature will occur rapidly, even to the point where the driver is unable to apply sufficient pressure on the brake pedal to check the rate of descent – let alone stop the car before some unwelcome obstruction inconveniently appears in the distance!

The means by which the brakes are applied, and the fluid used (if not a mechanical braking system), will not prevent brake fade, although a 'harder' lining material will delay its onset. Slowing right down while you still have some brakes left, and changing to a lower (or even 1<sup>st</sup>) gear will allow the drums to cool and normal braking to become available in due course.

## **Boiling of the fluid in the braking system**

Can occur if the fluid is old and has absorbed water and the brakes become hot through severe usage. Boiling will not occur while actually braking hard, even if the brakes are fading, since the fluid pressure (of many atmospheres) will exceed the vapour pressure of whatever fluid is in the system.

However, if any part of the hydraulic system eventually becomes hotter than the boiling point of the fluid within it, then as soon as the brake pedal is fully released, the pressure in the system will drop to a little above the local atmospheric pressure, the fluid will boil (in, say, one of the wheel cylinders) and the vapour will push all the fluid in the pipe back into the master cylinder / reservoir. The next time the driver presses the brake pedal, it will behave in a similar manner to a system with air in (i.e., one not properly bled). The pedal will offer no resistance until it "hits the floorboard" and absolutely no braking will occur. Handbrake and lower gear will give some retardation, and furious

pumping of the brake pedal might, with luck, restore some vestige of normal footbrake operation .

### **Conventional Fluid, Sticky Wheel Cylinders and Cadmium Plating of Pistons**

I have always used conventional brake fluid in the TD since acquiring it in 1966 (from my Aunt who bought it in the late 1950's in Kenya - when it had reg. no. KBQ 279 in case anyone remembers it!). Wheel cylinder seizures occurred frequently. Student economies of re-cycling old pistons from which the plating had long since disappeared and re-using (clean!) fluid when bleeding the brakes did not help matters.

Steel pistons, in the presence of brake fluid which had probably absorbed water, helped by winter road salt, encourages electrolytic corrosion of the aluminium cylinders. The white corrosion products eventually cause the pistons to stick followed by uneven braking. A strip / clean / rebuild with new seals, would restore braking performance for a couple more years of MoT tests.

Eventually I realised that the missing cadmium plating was part of the problem. The "galvanic series" lists metals in the order in which they will tend to be corroded in the presence of an electrolyte, when in contact with another metal in the list. Aluminium is at the "corroded" end of the list, and mild steel is towards the "protected" end. This explains the severe corrosion of aluminium wheel cylinders, when in contact with "no longer plated" pistons. Incidentally, the corrosion of aluminium car bodies, attached to steel floor pans in the presence of road salt occurs for similar reasons (ask any Austin 7 "Chummy" owner).

Cadmium is closer to aluminium (and aluminium alloys) in the galvanic series, and hence generates less galvanic corrosion when in combination with it. In 1975 I had all my old pistons, heavily cadmium plated and started using rubber grease (compatible with the rubber seals and now easily available from motor accessory shops) when assembling the brake cylinders. I also now use only fresh brake fluid from a full container (to minimise the opportunity for it to absorb moisture). I haven't had a seized cylinder since.

If the brake shoes are removed for any reason, it is possible, with care, to remove each piston in turn, leaving the seal in position. Then wipe the exposed bore and piston, to remove old rubber grease / brake dust. Put a small quantity of fresh rubber grease on the end or the piston (only) and slowly replace. Don't put rubber grease initially between the piston and cylinder. It may form a temporary seal, and air will be forced past the rubber seal as you replace the piston and you'll then have to bleed the brakes. On the rear brakes this "in situ" cleaning / re-greasing can be done only to the outer of the two pistons. Operating the brakes (with all shoes adjusted and drums on!) will force the rubber grease into the clearance between cylinder

and piston, providing corrosion protection. Wipe off any surplus and check for fluid leaks before finally fitting the drums.

## **PRECAUTIONS/TIPS**

- Use rag or kitchen roll soaked in methylated spirits to remove brake dust from the drum and brake shoes -i.e. don't breath in the asbestos, or more "modern" (with as yet un-discovered health effects?!), dust.
- Remember cadmium is poisonous (hence its gradual exclusion in the EU from most products except for 'safety critical' applications)
- Don't let anything other than brake fluid or approved 'rubber grease' come into contact with the seals.

## **CHRIS LEWIS**

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## **MG Publications**

Like many M.G. owners, my involvement with the marque started when I purchased a TC in 1968 and has continued one way or another ever since. Back in those days I was running the car on a very tight budget, so much DIY was involved. I did run to purchasing some books on maintenance and this started me out on what has now become quite a collection on MG books. Following the TC, I went through a series of cars including MG Midget, MG 1300, MG Metro, MGB Roadster and TD, my current link with the marque that needed a complete rebuild!

My interest in books to keep the cars running extended beyond maintenance to their history and design as well as the people behind the Abingdon name. As my bookcase has gradually filled up I decided to compile a list of all the books, which now number well over 100.

A friend of mine expressed an interest in seeing the book list and I therefore decided to tidy it up and catalogue it on a CD. The list is actually loosely organised in three chapters: MG Cars, MG General and MG Maintenance. The list even describes one book, on T-Types, as yet unpublished, but due out in early 2007!

Details included in my list cover Author and Title, Publisher and ISBN number, brief description of contents, number of pages, size, date of publication and most important a "thumb nail" colour picture of the cover. Inspiration for tackling this task goes to Walter in the US. If any readers have an interest in a copy of the CD, check out the "Items for Sale" section on page 37.

As well as identifying a large number of books, I have also included on the CD, some information on going about finding out of print copies – just in case your interest extends to wanting to get your hands on a particular book.

**Jon Goddard**

## RON RAMBLES ON AND ON AND ON.....

A new day, a new year and a chance to look back on all things MG, the T-Type Tour of The Yorkshire Dales and the year in general. This is not a detailed report on the event, (*this appeared in the January 2007 issue of "Safety Fast!"* Ed) I'll leave that to those more expert in these things but offer congratulations to Grant Humphreys and family for an excellent organised tour.

Those who know the area of North Yorkshire are only too well aware of its natural beauty but on this particular weekend, the rain and yet more rain was uppermost in one's thoughts. There was no need to find a route with a ford, every road had at least one.

Everyone will never forget the weather, the heavy mist persisted making the event more memorable. Having just rebuilt the TD engine, my particular recollection is that it was most disappointing to have the new distributor let one down.

All was well until midway through the Saturday run, when, whilst the engine would start on the button, there was a lack of power. The weather conditions made one think of water ingress but this was not so. Checks indicated that the static timing was OK but the advance and retard was the culprit. The white marker on the front pulley was dancing about like a marionette. All this and just two days before I was leaving for France and a visit to "Circuit des Remparts" at Angouleme, but as they saying goes "It's an ill wind.....".

Another new distributor was ordered but could not be delivered in time for the Angouleme trip, which had to be made in the Tin top. This proved providential as the weather in France was equal to that on the Yorkshire event - 3 days, yes, 3 days of persistent 'stair rods'. The Concours on Friday had to be cancelled, and in the paddock it was as if one was walking in Yorkshire pudding batter. The Rally on Saturday was more of a swimming race but fortunately the weather cleared for the racing on Sunday and whilst the morning practice was in the mist on damp roads, these cleared and the racing was in the dry, sunny and exciting. The memories of those hours spent in the bar sheltering from the weather soon passed into the dim past. Liquid refreshments do help!

On arriving back home the distributor was duly delivered - just a matter of minutes to fit and adjust, or so I thought. This is becoming a saga. It was wrong on two counts. The shaft was 3/16 in. too long and the hole for the drive pin did not correspond to the hole in the gear. This was soon cured by plugging the hole in the dizzy drive shaft and re-drilling to suit the gear. This was followed by machining a collar to bring the drive gears into the

correct relationship and then all was OK and the engine started on the first pull of the starter cable.

Now to the reason for these ramblings. Whilst rebuilding the TD engine which included the usual rebore - new pistons - bearings - crank grind - lightened flywheel - new clutch - balancing a new cam etc. the question arose, how do we know that the cam timing is exact? Having pondered the problem, it was decided to fit a new vernier adjustable timing gear and so if you are not bored with these ramblings, read on :-

Rebuilding the XPAG? Fitting a new cam? Why not have the timing exactly to your needs by fitting a Vernier adjustable timing gear? You know then that you are extracting the most of your cam timing.

This however can pose a problem, how do you adjust the gear? Yes, one can set the cam on rebuild before the sump is fitted, but what if during tests or a rolling road shows that a small adjustment would improve performance?

This entails taking off the timing chain cover, removing the crankshaft pulley, and disturbing the front crankshaft seal, just when you had made for once an oil-tight seal and you shudder at the thought of trying to reseal and refit the sump with the engine in situ. Worry not. Help is at hand, we now have a timing chain cover with a simple inspection plate, which only needs a plain circular seal –easy!

No need to break the seal between the sump and timing case cover or the most important of all, no need to break the crankshaft seal. All that is required is to remove six countersunk screws, remove the blanking plate and the timing chain gear can be adjusted and resealed in moments.

Time and time again.

The first attempt was to cut a hole in the standard cover and make an aluminium cover, but this soon revealed that the original timing cover is only 1/16 thick in places, which is too thin to drill and tap. Plus it is slightly domed, which made it almost impossible to manufacture a cover with a decent fit that could be guaranteed oil tight. This meant biting the bullet and making a pattern with a flat face to carry the cover plate and thick enough to drill and tap for the retaining countersunk bolts. The cover plate is a simple circular flat plate with a spigot for location in the camshaft cover, and to carry the seal which is made from sheet jointing.

Another benefit was that the casting could be machined to suit a modern crankshaft oil seal and so far this whole assembly has proved to be oil tight. I only wish this was true of the rear seal, but that's another story.....





**Front and rear views of the casting**



**The replacement timing chain cover as fitted**

'Rambling Ron' has promised articles on fitting disc brakes to the TD front axle, making the pattern for the gearbox cover to hide the Sierra gearbox and the fitting made to mate the electric fan thermostat to the radiator.

## King Pins and King Pin Bushes for TC

On the opposite page is a drawing by Eric Worpe of the steel backed wrapped bush for TC King Pins. 75 car sets have now been ordered and we are expecting delivery towards the end of March. The price of each bush is £6.50 and the small profit made on each is going to Register funds.

This is not a Register financed project. The money has been provided independently and the bill has been paid as the supplier required up front payment. Your support is therefore vital. Orders have been encouraging to date, but we need a lot more! John James (contact details on page 38) will be pleased to add your name to the list.

Just to recap, here's what Eric Worpe said about the bush material in the September 2006 issue of TTT:

*"A significant feature of leaded bronze is its self-lubrication property. In the case of our king pin bushes, which are subjected to water spray and haphazard greasing, this is an important feature. The down side of leaded bronze comes from its relative softness, which results in its deformation under high loads. This is where the steel backing rescues the situation. The overall thickness of a bush is about 63 thou. with the bearing surface only accounting for 12 thou.; such a thin layer reduces any susceptibility to deformation as the steel bulk of the shell provides a rigid platform.*

*Unfortunately wrapped bushes with oil grooves no longer seem to be available "off the shelf"; which has resulted in the bushes being replaced by solid phosphor-bronze equivalents. Phosphor bronze is a harder bearing material; however, it performs well only if the journal is both much harder and polished and most importantly well lubricated. Therefore its suitability for our king pin bushes, which are exposed with only a limited grease reservoir, is questionable."*

The point which needs stressing is that we are providing a high quality bush, (which, as far as we know, is not available elsewhere) at a selling price which is significantly lower than that charged by at least one trade supplier for phosphor bronze bushes.

We can report good progress with the king pin project. The material specification is going to be EN36b, case hardened and ground (a higher spec than the originals) and we shall be providing a thrust washer with an improved design. All that remains to be decided is the material for the thrust washer. The March issue of TTT will provide full details, including selling price, which will be competitive.

**Brass Oil Cups** Last month's issue contained a photograph of a suitable oil cup which eases checking of the oil level in the steering box. My thanks to those who responded with suggestions of where these might be obtained. However, the oilers need to be about an inch in diameter and also at least an inch tall. The search continues!

# STEEL BACKED WRAPPED BUSH FOR M&TC KING PINS.

REF. 49131.

KING PIN DIAMETER

= 0.750" (3/4").

BUSH I.D. NEEDS

TO PROVIDE ENOUGH

SURPLUS MATERIAL

TO ALLOW FOR

'REAMING IN LINE'

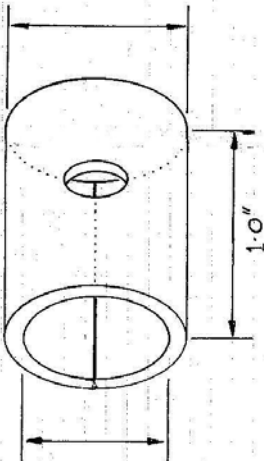
TO FINISHED DIA.

OF 0.750"

MEASURED DIA.

IN NEW BUSH

≈ 0.745"



DIAMETER OF BORE

IN HOUSING = 0.875" (7/8")

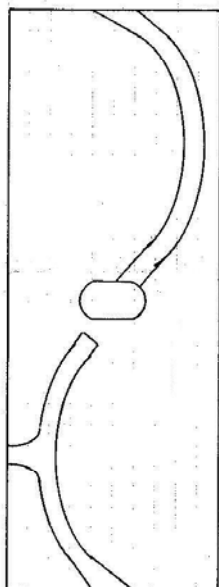
BUSH O.D. NEEDS TO PROVIDE

INTERFERENCE FIT IN HOUSING.

MEASURED O/D = 0.878"

GIVING APPROX. 3 THOU. INTERFERENCE

\* THIS GROOVE FEEDS A THRUST WASHER ON ONE SIDE ONLY.



LINING THICKNESS

0.012" MINIMUM.

WRAPPED BUSHES TO

BEARING SURFACE TO BE LEADED BRONZE

BS 1131, part 2, 1955.

## Cars for Sale

Unfinished TC project - complete and original 1949 UK TC with brand new 4K Hutson aluminium panelled body tub. Rolling chassis with new stub axles, king pins, bearings, brakes etc. All parts in very good to excellent condition with wings, bonnet and tank etc already painted. Body tub needs painting and car needs assembling. Car has current MOT. £12k ovno. For full details and more pictures please e-mail [glyn.williams38@virgin.net](mailto:glyn.williams38@virgin.net). Poor health forces sale so only genuine enquiries please -Thank you.



1939 MG T A Tickford. This well known car is only for sale due to the owner's failing health, It was substantially rebuilt by the previous owner, Ian Lloyd, and purchased by me as an unfinished project . To complete the rebuild, I had to finish the interior trim, and carry out a complete engine rebuild, having the cylinder head unleaded etc., and the bottom end re-white metalled. The car has been fitted with a MG VA engine of 1550c and gearbox., giving the car an easy 60/65 mph cruising speed .The interior is trimmed with Blue Leather and all the woodwork has been refinished, and all chrome plating redone.

I have owned the car for the past 6years and covered only 6300 miles. I have most of the bills covering the rebuild. The price I am asking is £29500, but is negotiable to T Register members. Please Phone 01227 750520 ( Canterbury ) for further details or e-mail [sawrod@tiscali.co.uk](mailto:sawrod@tiscali.co.uk) Rod Sawyer.

## Cars for Sale (*continued*)

**TA Tickford restoration project for sale.** Rolling chassis, engine/gearbox in and brand new ash frame fitted. Phone Ron Curtis 07803 148788 or 01455 822208.

## Items for Sale

**TA Carbs.** Very Good condition re-furbished original pair £310. Contact Simon 01432-760793

**Five off TF 15 x 4" painted wire wheels.** Very good condition. Old Michelin X's attached. Offers to Keith Doherty, Harpenden, Herts. Tel 01582 715972. [rkeith.doherty@virgin.net](mailto:rkeith.doherty@virgin.net)

**TD/TF Gearbox,** rebuilt by Brown and Gammons. 8" clutch housing, no fork. Roy Miller Tel: 01451 824223 [roymill@waitrose.com](mailto:roymill@waitrose.com)

**7" TD headlamp,** good chrome, Lucas 'King of the Road' badge, good condition complete lamp, £35. Very nice brass fire extinguisher, small size, exactly correct for 'T' series or earlier MGs, £10. 7¼" clutch plate (new), £20. 7¼" clutch pressure assembly (slightly used), £15. XPAG water pump (new) £75. Petrol tank side plates, original for TC, £12 a pair. Tappet cover side plate for XPAG engine £15. Tel: 01429 838683.

**MG Book List on CD** (*See the article on MG Publications on page 30*) Includes data on over 100 publications detailing; Author and Title, Publisher and ISBN number, brief description of contents, number of pages, size, date of publication and "thumb nail" colour picture of the cover. Information on how to find out of print copies. £4.50 to cover material and UK postage. Worldwide postage at cost. Jon Goddard e-mail [Jonsgoddard@hotmail.com](mailto:Jonsgoddard@hotmail.com) or Phone 07900 553269

## Items Wanted

**Hub puller to fit MG TD** Please contact Martin at [martin.trundley@virgin.net](mailto:martin.trundley@virgin.net) or phone 01733 203483.

**Radiator surround for a TF.** [cazbellingham@aol.com](mailto:cazbellingham@aol.com) Tel. 01939 232322

**MG TD 15" ventilated wheel** please call Phil on 01993 704032 will collect.

**Exhaust manifold for MPJG engine** (1938 MGTA TA/1737) Contact : Jon Harris-Bass Mobile: 079 1700 0366 or [despard94@hotmail.com](mailto:despard94@hotmail.com)

**Pair of MG TA trunion boxes** in usable condition. Please call Mark on 0208 859 3780.

**My TD needs:** 15in. road wheel A pair of 1in 1/4in SU Carbs, with or without linkage Chrome strip along top of bonnet (the hinge) Bonnet locks and handles, both sides. Anything else, you may have, please email me with details as I do need lots of odd bits to complete the project.  
Phone: 01689 872500 or email. [davidpugheGB@aol.com](mailto:davidpugheGB@aol.com)

# ***T REGISTER COMMITTEE***

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## **SECONDED MEMBERS**

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