

T REGISTER



Totally T-Type



ISSUE 20

MARCH 2007



Bill Hentzen's TB Tickford (TB0437)



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THE EDITOR

By the time you read this, the 'T' Register will have held its Annual General Meeting (it takes place on 11th March, immediately following the 'Rebuild' event). There will be one or two changes on the Committee but I can't publicise these yet because they have not been formally voted on. One change which can be confirmed is that our Chairman, Dennis Barker, is standing down at the AGM, having been persuaded last year by the Committee to stay on for one more year. Dennis' report follows on from this editorial. I am sure that there will be an opportunity to formally thank Dennis for his service to the Register later in the year.

Now let's start again! Since writing the first paragraph, (quite some time ago!) I have actually been to and come back from our 'Rebuild' event. It was exceptionally well attended (there must have been at least 100 'Rebuilders' present) and I think the general consensus was that it was one of the best ever. I have plenty of technical material for future issues of TTT as a result of the day's lectures and I hope to feature Eric Worpe's excellent presentation on the Bishop's Cam steering box in the May Issue.

Our new Register Chairman is David Butler and I hope to prepare a feature on him for May. David has been TD/TF Registrar and latterly TD Registrar, the TF Registrar duties having been taken over by Barrie Jones. I won't steal any more of his thunder except to say that with David, ably supported by Chris Sundt (Secretary) and John Steedman (Treasurer) the Register has an excellent team of Officers.

Just room to mention a couple of events, which are not Register events, but are very suitable for our cars. The first is the Devon & Cornwall 'T' Party on Sunday 1st July. It starts with a lunchtime meeting in a Devon pub, followed by a 2 hour run through the Devon countryside, culminating in a cream tea. The event is open to all MGCC members whatever type of MG they own although the run was originally set up for T-Types only. Further details and entry forms can be obtained from John Popham on 01803-326730. The second is 'The Pendine Dash' 2007 on 12th August – more details will be included in the May TTT.

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T REGISTER NEWS (Compiled by John James)

Chairman's Report



This report, by tradition, always reviews the previous year's events, however I believe all this ground has been more than adequately covered by the excellent reports by John James and others in "Totally T-Type" and our spreads in "Safety Fast!" Since this is my final report I felt it would be more appropriate to review the achievements of your Committee over the past four years.

To back track to Silverstone 2002, whilst enjoying a drink with the previous Chairman, Mike Lugg, a rash moment of *Bonhomie* overcame me and I offered to Chair a Sub - Committee to oversee the Celebrations for the 40th Anniversary of the Foundation of the 'T' Register. A small band of us met at Kimber House in September of that year and thereafter met on a regular basis. In March 2003 Mike Lugg decided to retire after 9 years sterling service to the Register and I was elected Chairman to replace him (a hard act to follow). The Sub-committee's careful planning culminated in the superb event that was staged at Silverstone 2003.

As a preliminary to this event, we held the first evening 'natter' for Racers, Campers and 'T' members who had already arrived on Friday, ready for Saturday and Sunday of the International meeting. So popular was this feature that Graham Brown and I decided to repeat the evening 'natter' in 2004 and it now seems to have become part of the 'T' Register programme for Silverstone.

At the March 2003 AGM when I was elected, there was a request from the floor for more communication with the members, since we had just forfeited one of our 4 page spreads from "Safety Fast!" in order to accommodate the newly formed MGF Register. The Committee discussed this request at length and the ever resourceful John James came up with the idea of our own publication to appear every other month (i.e. 6 editions a year). Hence was born TTT, the first edition in Black and White being published in

January 2004 and from Issue 18 it has been produced in full colour. TTT has gained great praise from T-Type enthusiasts around the world.

Silverstone 2004 saw another first for the 'T' Register when we were awarded the MG Car Club Nuffield Gold Cup for the outstanding achievement of the 40th Anniversary Displays and Celebrations which took place at Silverstone the previous year. I was extremely privileged to accept this award on behalf of the Register and was also glad that Mike Lugg (now our Honorary President) was on hand to join me in accepting the Trophy.

The Committee has continually striven to innovate with events and Graham Brown is to be congratulated on rejuvenating the 'T' Party at Shuttleworth by broadening the appeal with a road run and evening meal on the Saturday (first introduced by Paddy Willmer). Graham has also breathed new life into the Practical Skills Workshop (from the original concept dreamed up by our Facilitator David Barnes). This has been held for the last two years at the premises of Peter Edney Classic and Sports Car and has proved a great favourite in the 'T' Register Calendar.

Peter Cole has taken over the Annual Rebuild Day from John Steedman and continues to develop the format (I believe it is now in its 26th year). One of the initiatives developed from Rebuild, has been the production of two very popular and saleable VHS Videos (the rebuild of an XPAG Engine and that of a TD/TF Gearbox) both have proved so popular that they are also available in NTSC for the USA/Japan markets.

Roy Miller (Historian) Stewart Penfound and David Butler (TABC/Specials & TD/TF Registrars) have established and are continually updating our Register History and Records, an ongoing task that demands the utmost dedication. This sense of dedication is also shared by our seconded Committee members Roger Furneaux and Barrie Jones (Technical Gurus) and Rod Sawyer our Tickford Registrar. The burden on the chaps has been increased with the establishment of the 'T' Register website. Another industrious member of the Committee, Chris Tinker (Competition Secretary), quietly and efficiently acts as the link between the 'T' Racers, the Club and the 'T' Register Committee and a great job he does too, as I am sure the 'T' Racers would acknowledge.

We have been extremely fortunate to have the services of a dedicated computer 'boffin' in the person of Steve James (son of John) who has designed and developed our very own website, which those of you who are computer literate will, I am sure, appreciate. It is pleasing to report that this site is held in very high esteem world wide and by a number of knowledgeable people within the MGCC.

Those who are able to browse the website will I am sure be highly impressed by the list of Regalia which the indefatigable John James has

built up over the last few years since he joined us on the Committee. The range and quality are a tribute to his unerring energy and vitality in procuring a truly stunning product range. In no small manner the sales of these products has set the Register Finances in a very strong position, which has enabled us to progress and develop the services and events which we offer 'T' Register Members of the MGCC.

One event that has grown in strength and continues to do so year on year is our Annual Autumn Tour. John James, Graham Brown, John and Kay Wray and Roger Still and Grant and Barbara Humphreys are all to be congratulated on the events that they and their teams have given us over the last 4 years. We now can look forward to West Sussex in 2007 (Peter & Vanessa Cole) and Suffolk in 2008 (Chris Tinker & team). It is rumoured that Devon & Cornwall is on the agenda for 2009 (courtesy of Roger Furneaux and Barrie Jones) and we also have the Scottish Borders in mind for 2009.

2007, May to be precise, will see the introduction of another new event. Our first Continental Tour to be held in Normandy. Already over subscribed, this promises to be another wonderful experience (courtesy of Roy Ingleton). We are promised some gourmet cuisine and combined with French Wine this promises to be a memorable event.

The development of the 'T' Register over the past 4 years would not have been possible without the untiring dedication of my two Executive Colleagues, John Steedman, Treasurer and Chris Sundt our hard working and ever efficient Secretary. These two "back room boys" in conjunction with the rest of the Committee have been a pleasure to work with. I originally said I would do a 3 year stint as Chairman but the unhappy events referred to as 'New Kimber House' (or 'Kimber Palace' – **Ed**) were extremely stressful and the Committee persuaded me to have one more final year and enjoy the delights of MG Motoring and the Marque of Friendship, for that I am indeed grateful.

I believe the Register is a strong and happy band of MG enthusiasts who have a Committee and a structure to be proud of. I wish you all the best of good fortune for the future and sincerely thank all the Committee for their dedication and support throughout my term of office, and wish the new Chairman continued success in the future.

Dennis Barker

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.

FUTURE REGISTER EVENTS

1. 'Rebuild' (11th March) By the time you read this, 'Rebuild' will have taken place and the Annual General Meeting held. Just for the record, our 'Rebuild' sessions were planned as follows:

- Bishop Cam Steering (Eric Worpe)
- TD/TF Steering and Suspension (Barrie Jones)
- Basic Electrics and Lighting (Peter Cole)
- 'T' Register Specials (Stewart Penfound)
- Ground up Restoration (Alastair Naylor)
- Lubrication and Oils (a Millers Oils representative)
- Painting your car (John Day)

I will be preparing a full report for the May "Safety Fast!" Newsletter and I'll also include something in the May TTT.

2. Register Trip to Normandy (11th to 14th May) This has grown in size from that originally envisaged and some members are arranging their own accommodation as our allocation of rooms in the hotel was very quickly exhausted. I am looking for one of the participants to write a report, please.

3. Silverstone International Weekend (22nd to 24th June) Nothing really to add at present, but the final arrangements will be published in the May TTT.

4. 'T' Party – 1st July As you may have read in the March "Safety Fast!" we will not be at Shuttleworth this year. We reluctantly took this decision due to a very steep 'hike' in the admission price and our efforts to secure a reduction came to nothing. However, the South West Centre has invited us to come to their AutoAero Day at Oaksey on the same day. Oaksey Airfield is in the village of Oaksey, just off the main A429 from Melksham to Cirencester. The format for the day is a 'fly in' by an invited flying club, a driving test (a nice easy one because the owner's wife issued a "grass protection order" after the field was cut up a bit the first time the event was held!) and a visitors choice of their favourite car. Refreshments are available but there is plenty of room for picnics. The entry price for Club members is £5 per car to the field and £5 for an entry in the driving test. It's also open to the public who pay £5 per person. All the proceeds go to the Wiltshire Air Ambulance and local charities (School, church repair funds, scouts etc).



The Organiser is Tony Blake. He can be contacted by e-mail at tonyblake38@hotmail.com or telephone 0117 979 0108.

It would be good if we can get several T-Types along to support this event.

Totally T-Type, March 2007

5. The Autumn Weekend 7th/8th/9th September Full details were given in January's TTT. An updating report has recently been prepared for the March "Safety Fast!" T-Type Notes and for the benefit of those who do not receive SF! it reads as follows:



"Peter Cole (with help from Vanessa) is also organising the Autumn Tour (7/8/9 September) which is based on Chichester, West Sussex. Full details were published in January's "Totally T-Type" and also in last month's Notes in this column. We currently have 45 cars entered, which is promising at this stage of the year, but we can take at least

another 20. However, we need to assure the Hotel by the end of March that we can in fact take up the offer of exclusive use (otherwise we will have to forego this benefit), so if you are thinking of joining us, it would help if you contact Peter soon (contact details in previous paragraph)".

Peter's contact details are Tel: 01243 267234 or e-mail peter.cole@onetel.net

The photograph was taken by Neil Sharpe at last year's Tour in Harrogate and shows T-Types "tucked up and ready for bed" in the hotel car park.

6. Practical Skills Workshop At its January meeting, the Committee decided that it would not run a Skills Workshop this year, but to run it in future in alternate years. The next Workshop would therefore be held in the Autumn of 2008.

Graham Brown mentioned that Peter Edney is planning an open day at his premises later in the year and this would definitely be of interest to T-Type owners in the area. When we have a date, we will give it some publicity.

7. The Autumn Weekends for 2008 and 2009 We now have a date and a venue for the 2008 Weekend. The date is the weekend of 5/6/7 September and the venue is the Elizabeth Hotel, near Ipswich. Chris Tinker is the man in charge for the Tour of Suffolk and he will be supported by Graham Brown.

For 2009 we have a couple of venues in mind. One of these is the West Country, probably Devon/Cornwall - the other is the Scottish Borders. The latter could only be held in midweek, due to the fact that weekends are booked up for years ahead by fishermen. Fortunately, we have some time to firm this up and it may be that due to the distances involved, we might actually run two Tours.

COVER PHOTOGRAPH - TB 0437, SALMONS 5308

There can be few Tickford owners as dedicated to the cause as Bill Hentzen from Wisconsin, USA. At my request, Bill has produced an article on the history of his car. Not surprisingly, the article reveals the close ties between Tickford owners worldwide.

"In 1982, with two TCs and three TDs in the garage, it occurred to me that it was time to look for another model MG. My first '52 TD was relinquished in 1962 for a three child size VW after 6 years of fun. After the Graber SA Tickford escaped my grasp, perhaps a small Tickford would do. Through adverts in Hemmings, a TA in California and a TB in Illinois were considered. Although more expensive, the TB had the XPAG engine – a correct one – was mostly complete, and drove and stopped well. In August 1982, TB0437, Salmons 5308 was trucked to Wisconsin.

When the car was imported from Oxford and delivered to Illinois in 1964, it was titled there with UK registration MG 6450. It was sold in 1972 to a new owner, also in Illinois, so no problem with title transfer. This owner had to secure for me a title with the chassis number TB0437 as Wisconsin's equivalent of Swansea would not accept transfer of a number not on the vehicle. Sadly, history previous to '64 is unknown as the logbook was surrendered to Illinois authorities and had been destroyed by 1982.

Now, to research what I really had and had to do, I went to the New England MG T Register's journal 'The Sacred Octagon' where one Ken Spencer had written articles and had started a list of TA and TB Tickford owners in North America. He passed on the records to Scott Barrow, who upon selling of his TA, passed the list on to me. This list had become part of the International list done in the '70s by Wiard Krook in Holland along with contributors in the MG Car Club in England.

Contacting, corresponding with and visiting these very gracious North American owners to view their cars and exchange knowledge was marvelous and allowed a consensus of what was most likely done by Salmons & Sons. The extraordinary hospitality of owners continued on a visit to Britain in 1983 and meeting the late inimitable Ian Lloyd. That was the beginning of Ian and my efforts to update and publish a list of owners and eventual basis of the current data base of the M.G. TA & TB Salmons and Sons Tickford Registry List - another story! Securing copies of the 1938 and 1939 UK motoring magazines, and copies of the MG Car Co., 1939 Salesman Manual, TB Instruction and Parts books and sales literature, added to the library of data on details of Tickford construction for the eventual restoration.

The generosity of other owners in sharing was exhibited by Gene Roth ex TA2736 with his loaning an original hood liner for the hood patent, David Tankard, TA2848, supreme Tickford enthusiast, by making the faithful reproduction, including the backing, of the red/black fleck carpet for Mike

Collingburn's interior, Carlyle Merritt, TA2959, by loaning the rear window, the door and window winder hardware and interior lamp as samples for reproductions, Lee Jacobsen, TA2969 by loaning the pin beading for copying, and by many others, which was extraordinary, yet typical. Rather than just doing one copy, a number were made for other owners, as these TA/TB Tickford parts were just not available.

With the accumulation of all these bits and information, the decision to start the rebuild was made for me by TB0437 deciding that it needed a brake system overhaul. Although the original color was red, it was determined to do the coachwork in the MG Metallic Grey with black wings and guards, a black hood, grey liner and red interior. A conversation with Henry Stone at the 1987 National M.G. Meeting in Perth, Australia confirmed literature stating that the engine was black – not so, say respected other good folks?

The professional rebuild, I did only the teardown, chassis painting and running gear assembly, was completed in summer of 1990 in time for its debut at GOF Central, just previous to the August Pebble Beach Concours to which TB0437 was extended an invitation. Since, it has left wee oil markers at Meadowbrook Concours, many GOFs, the AACA Grand Nation Meeting and ran the course at Road America in the rain.

The early 1990s began an increased awareness and interest in the TA and TB Tickford models. A reunion of owners at the GOF in Plymouth, Massachusetts in June, 1995, drew five cars and some 20 owners. Another reunion in Wisconsin at GOF Central in 2003 collected five cars and another, perhaps 15 owners. The MG 2006 reunion gathering in Tennessee had two of the five TBs in North America and six TAs on the show field plus about two dozen owners without cars.

TB0437 and the TA and TB Tickford Registry List connection opened the Magic of M.G. for me as it brought me together with other owners of these elegant little motor cars. All over North America, Britain, Australia, Singapore and Germany, visits were met with graciousness and enthusiasm, just as now when contact is often by e-mail, the post or telephone. We owners have shared our knowledge and efforts, suffered and rejoiced together through each rebuild, and cherish and enjoy each opportunity to gather.

These are special friends of mine now, who happen to own a TA or a TB Tickford.

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Ed's Note: GOF = Gathering of the Faithful

Further Problems with 'Bump' and Further Solutions

There are some events in one's life of which one can be truly proud but these are in most persons' experiences surpassed by those of the other kind. It is therefore with embarrassment, sadness and regret that I must share with you an event of the latter kind which creates something so wretched that it cannot be equalled. Of the two Autumn Tours in 2005 in Shifnal, Shropshire and in 2006 in Harrogate our MG TF 576 BMP ('Bump') completed the grand total of 6.3 miles!!!!

The events of the 2005 disaster were related in *Totally T-Type (January, 2006 – page 34)* and were graciously acknowledged with the presentation (in our absence at Harrogate!) with the Malcolm G. Hogg Trophy. You can imagine that after such disasters we were determined that absolutely nothing should go wrong on the Autumn Tour in Harrogate 2006, so throughout the winter of 2005/6 'Bump' was treated to many hours of servicing and checking. Furthermore, the car was loaded with spares to keep her going.

The morning of Friday 1st September dawned overcast and we set off in high spirits from our home in Essex with the hood up and rear sidescreens in place. The route chosen was to avoid motorways running up to A10, A1, A15, Lincoln across the Humber Bridge to York, then Harrogate. The car ran perfectly for the first 35 miles but our high spirits did not last. Just above Ware the engine cut out and we coasted to a halt. Disconnecting the petrol feed to the carbs showed good flow so I thought the fault was the electrics. Was this a repeat condenser failure that ended our Shropshire Tour? I replaced the condenser (as a precaution I was carrying 3!!) and 'Bump' burst into life. Off we set again passing through Buntingford towards the A1.

Again the engine just died. I replaced the rotor arm. 'Bump' sprang into life but just to make sure we detoured to Baldock and called in at Brown and Gammons. They were at lunch but one of their engineers had a quick look and thought the problem was the coil which was wired the wrong way round. I fitted a replacement from the tool box and fired up. 'Bump' ran perfectly. We set off back to the A1. However after some 20 miles the engine just died again. It was now 3.30 in the afternoon and it was clear that we were not going to make Harrogate without professional help. Looking at the map we were some 30 miles from Peter Edney's workshop at Leaden Roding. I gave Peter a call and he said he had to leave his workshop by 6.30 pm but would gladly have a look at 'Bump' if we could get the car over to him by that time. I will not recall all of the journey to Peter's which consisted of 3 mile sprints the car running perfectly one minute then coasting to a halt the next. By High Easter some 10 miles short it was clear that 'Bump' was going no further. We managed to get the car onto the grass verge and were about to call the AA when a car pulled up and the driver asked whether we wanted help. He explained that he had a TF and that Peter Edney was at present rebuilding the engine! We explained that we were trying to get to Peter's whereupon he immediately offered a tow. He left to

get his van and within 30 minutes we were there. The chap refused to give his name stating that he was only too pleased to help a fellow 'T' driver. All that I can remember was that the van carried the logo Essex Hi-Fi or something like that.

Peter Edney immediately dropped everything and started checking 'Bump'. Fuel was pumping through and the initial diagnosis was a faulty rotor arm. A replacement was fitted and I was instructed to try it out. I ran up the road for about 5 miles. The car was running perfectly. I turned round - same result. However on turning into Peter's the engine died. Peter immediately checked the float cambers and the one remote from the petrol feed was dry! Peter pronounced that there was a blockage in the fuel feed from the tank. He promised that 'Bump' would have his full attention first thing in the morning. We were kindly given a lift to Chelmsford Station so we could catch a train home. However the power lines on this section of track had come down and we made our way back home by taxi some 40 miles at great expense! We arrived home at 10 pm.

We returned to Leaden Roding in the morning and there was 'Bump' ready to go. Peter explained that the fuel filter in the tank was completely blocked and that he had cleaned the tank out as best he could in the time and fitted an inline filter between the tank and the pump. A trial was a complete success. We loaded up and set off for Harrogate. In order to save time we went up the M11 then A1, passed through Lincoln on the A15 and were within sight of the Humber Bridge when the car came to a halt. It was now pouring with rain. I suspected that the inline filter was blocked and on jacking up the car found this was the case. I fitted the replacement given to me by Peter 'just in case!' 'Bump' fired up and we were off across the Humber Bridge towards York. Some 20 miles short we coasted to a halt. At this point we called the AA. They responded very quickly and a faulty fuel pump was the diagnosis. The spare I carried was quickly fitted and 'Bump' fired up immediately. The AA patrol was concerned that all was well and as his next call was the other side of York suggested that he follow us which he did for the next 30 miles. We apparently cruised along at a steady 65. He then waved us goodbye and we drove down the A59 to Harrogate. We crossed the A1(M) and drove through Knaresborough only 5 miles to go! At 2 miles we went round a roundabout and 'Bump' stopped again and refused all attempts to get going. We pushed her onto the verge and phoned the AA for a relay home. It was raining, 8.30 in the evening and we just wanted out. After the embarrassment of 2005 and the fact that the Autumn Tour participants were all enjoying their gala dinner, we declined to ask any of them for assistance but did notify the hotel that we were not coming. The AA stated they were exceptionally busy and it would be at least 2 hours before a patrol could attend. We had broken down outside a superior restaurant and I enquired whether we could have a meal. It was probably the sight of me soaking wet covered in chalk from lying under the car to change the filter that made the restaurant decline. However they agreed to serve a reduced menu to us in our car which was very welcome. Indeed they

allowed us to use their phone and facilities and showed real hospitality. They even offered a garage for the night if we had to leave the car.

The AA arrived at 10.45 and stated that there was nothing they could do except order a Relay. All AA Relays were booked but an overflow from a local garage came. After a brief discussion as to whether it was alright to go via Liverpool (a 150 mile detour) another Relay was arranged from Leicester Services. We duly arrived home at 5.00 am. Our garage is up a short drive and it would have been difficult to push the car in. I tried to start 'Bump' and she fired immediately and I drove into the garage. The Relay driver looked puzzled as to why a seemingly perfect car had been relayed some 240 miles!!!

So that is why we did not attend Harrogate. We had travelled for 2 days driven the MG in excess of 300 miles had had exceptional help on many occasions and met delightful people. As with most of these things the fault was simple. Following our breakdown on the 2005 Tour it was suggested that as there was some sediment in the carburettor float chambers the tank should be flushed through. This I duly did but did not change the in tank metal filter. Peter Edney removed this filter as he found the same blocked and not having a spare replaced it with the inline filter. This meant that any sediment in the tank was free to block the fuel line from the tank and this could happen at any time particularly when petrol sloshed around the tank around bends! The remedy was to remove the tank and have it professionally cleaned which included recoating the interior and fitting a new metal filter. For good measure the original fuel pump was rebuilt. We look forward to seeing you all on the 2007 Tour. One final thought - Sussex is not that far from Essex! "

Gerald and Judith Dawe.



A recalcitrant 'Bump' – surely it will be third time lucky! - Ed

Unleaded fuel, cheap imported spares or what? “There but for the grace of God”.

Starting the TC in the garage, a sheet of flame shot out from under the bonnet, half of which was open, and from the driver's seat, flames could be seen burning fiercely.

On the wall next to the driver's door was a fire extinguisher which quickly dealt with the fire without any real damage.

This is one of three cars that live in the garage along with welding bottles, petrol for the mower and cellulose paint and thinners etc., and 40 years of car related bits. With hindsight, and having recovered from the shock, the situation may have looked worse than it was - that initial sheet of flame in my memory resembles something you see in the pits on Grand Prix.

I know that the SU fuel pump was ticking longer than it should but I just wanted to move the cars out quickly to tidy the garage.

The cause of the fire was the petrol pipe between the 2 carburettors. The car had been driven into the garage only a couple of weeks earlier, following a long run with no signs of a fuel leak. We found petrol was spraying out of three pin holes in the pipe and was presumably ignited by the starter motor switch. This was a steel braided fuel pipe, supplied by one of the major classic parts suppliers, it had not been in use for more than a couple of years, the reinforced plastic hose that I made and fitted in 1971 had only been replaced as the “correct item” looked prettier.

There are two fire extinguishers in the garage – only because they were surplus when I moved business premises some years ago. I have never considered a fire risk before; if this had happened anywhere away from the fire extinguisher the TC could well have been lost - as I said, “There but for the grace of God”.

The other extinguisher has now been tested, there is a new one in the car and one in the kitchen.

John Powell

Ed's Note:

I had a similar experience recently at Brian Taylor's Garage in Hopton Heath, Shropshire. Brian had rebuilt the PB engine for me and we were just starting it up for the first time when petrol shot out from the braided hose between the two carbs. At the time I considered myself fortunate that I was not out driving the car. Brian made up a temporary length of hose and ordered a replacement from Burlen. I have the temporary piece of hose as a spare, which I now carry with me in the car.

THEN AND NOW – TA0591 REGISTRATION NUMBER DGK 87



Purchased in the mid 1960s near Brentwood, Essex, as a “good runner” it was very soon established that the MPJG engine in DGK 87 was not up to even light-hearted MGCC competition. After a broken crankshaft on Barnet Hill (“an event which resulted in twin, but

un-matching crankshafts and a drastically aspirated block!”) an XPAG power unit was procured and fitted. Owner, Roger Francis, then acquired a company car and with no space for the TA, the car was retained and looked after by his late brother, Malcolm at his home near Abingdon. A rebuild of the car was started by Malcolm but sadly curtailed by his tragic illness and untimely death in 1991.

Roger was later put in touch with John Harris, through the good auspices of Brain Moylan (a former Abingdon Factory employee) and John enthusiastically agreed to finish the rebuild at his home in Wantage. Roger is well pleased with the finished rebuild which was returned to the road on 30th September, 2006 – 70 years to the day from the date of its first registration (30th September 1936).

Roger says that he will always be in John’s debt for the remarkable work undertaken on his behalf. It is almost as if it were his own car!

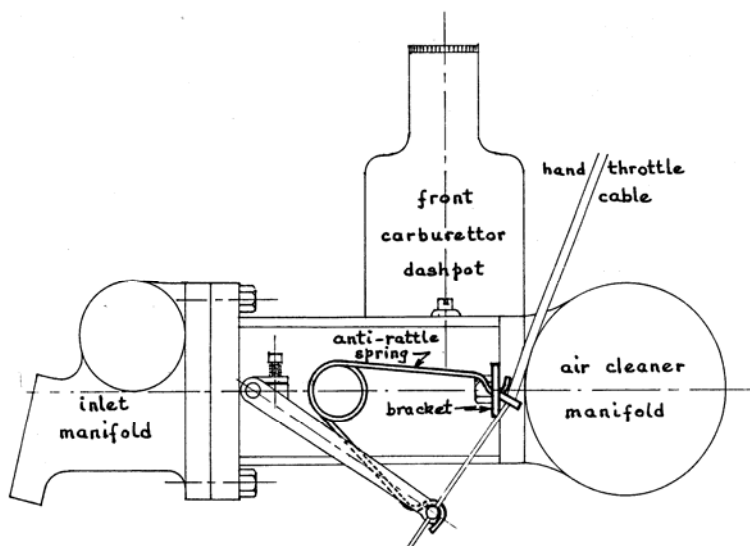
He adds that he now needs to master the techniques of driving a pre-war T-Type in today’s traffic conditions which are so different!

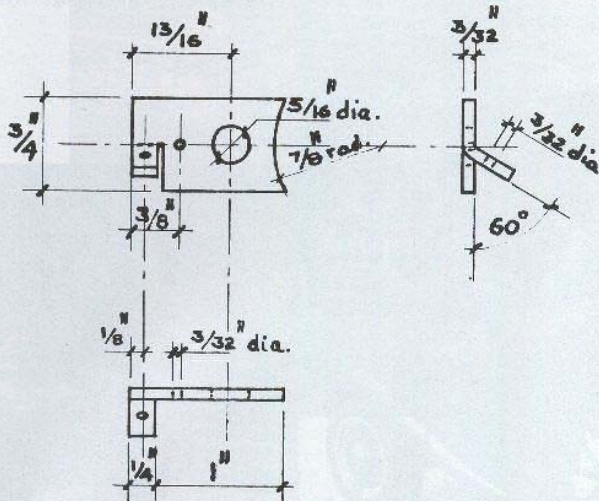


GETTING THE HAND THROTTLE WORKING

(I have had a couple of requests for information about the slow running control on the TB/TC. This article reprinted from the 1987 Yearbook gives the required information – the drawings are courtesy of Mike Lugg)

“Of all the parts which you are likely to find missing when purchasing a T-Type, the most elusive one to try and replace is the assembly for the hand throttle (denoted as the Slow Running Control on the dashboard and in the handbook, but why has always been a mystery to me, since its specific purpose is to speed up the engine!). Yet, no MG specialist can supply all the necessary parts despite the simplicity of its design, and this too has long puzzled me. I cannot honestly believe that the complete assembly is so rare that no enterprising MG specialist, of which there are more than a few, has ever had the opportunity to make a copy. It is nevertheless a most important part of the car if one is to enjoy T-Type motoring to the full. For modern motorway driving it does give one the opportunity to rest a weary right foot, although far be it from me to even suggest such a risky practice! However, it is a boon when braking with a cold engine, the car invariably stalling unless the handbrake is employed, thereby leaving the right foot free for the accelerator. Also, have you ever tried starting the car on the handle without someone to sit in the driver’s seat pressing the accelerator pedal? It’s great fun – if you’re a spectator that is! Dyed-in-the-wool T-Type enthusiasts have got used to using blocks of wood, tyre levers and all sorts of other gadgets to get around the problem over the years, but wouldn’t it make life so much easier if everything under the bonnet was just as Abingdon intended it to be?” **Ed’s Note:** The article goes on to say that cable assemblies are readily available but you will still need to locate the brass actuating lever if that is missing (Part number 3498).

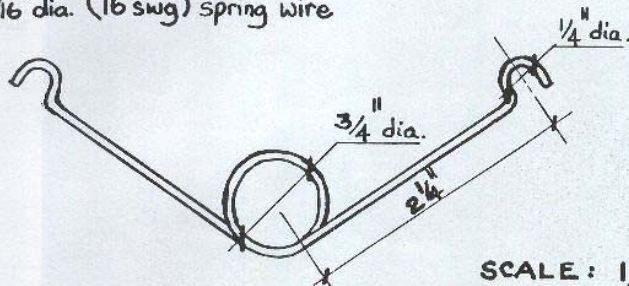




SCALE: 1/1

CARBURETTOR BRACKET
FOR HAND THROTTLE CABLE

1/16" dia. (16 swg) spring wire



SCALE: 1/1

ANTI-RATTLE SPRING

M. LUGG

TC1012 (Registration Number FHP 880) A Worthwhile Project



As found!

This car is being restored by the lads at Gresham's School, REME Dept., Holt, Norfolk (with a little bit of help from Richard Howard, Master in Charge of the REME Department, who has been at the school for 17 years). Your Editor is keen to offer lots of encouragement (and help, where possible) as he is pleased that youngsters are taking a real interest in our cars. If you are like minded and can help with some parts that are wanted, please contact me in the first instance with details of availability and price. The parts that are needed are:

- Air cleaner and attendant manifolds (the brackets can be made at school)
- Rev counter reduction box on back of dynamo
- Engine breather pipe – late Gold Seal engine TD/TF with horizontal filter

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BUYING A T-TYPE – ONE OWNER’S VIEW

(Those of you who receive “Safety Fast!” will have seen a six page article on buying a T-Type. This was written by me {for a non T-Type audience} – I should really say for me – with the help of a number of enthusiastic owners. One of these, Andrew Murfin, provided me with so much copy that it could have been used as a stand alone article in its own right. As I could not use much of Andrew’s copy, due to space constraints in “Safety Fast!” I said that I would reproduce it in TTT. So here it is!)

When considering buying a T-Type, I suggest the first thing you need to think about is which model to go for. Each have their merits and their devotees. The TA/B have the cachee of being pre-war and are adorable little cars. The TC is the iconic British Sports car with the most classic look. The TD is more roomy and a very practical and usable car. The TF is very sleek with its graceful bonnet and sloping radiator grille. It’s very much a personal choice, which should be based on what appeals to you and what you want to use the car for. If you want to go away for more than day trips the TD/TF have more luggage/spares space and have the benefit of independent front suspension, which does make them very driveable. Because extended touring appealed to me, I chose the TD for its all round practicality, including the very easy access to all parts of the engine, which makes for an easier life when it comes to maintenance and repairs. On the TF, just the bonnet lid opens, which makes for more difficult access to the lower reaches of the engine bay.

If you are a buyer then the best advice is to talk to an existing owner before going to see a car and if at all possible, ask s/he to accompany you. The MG Car Club’s ‘T’ Register contact should be your first port of call and they can put you in touch with someone local.



Andrew with his TD in Italy

The first thing to do when visiting a car with a view to purchase is to stand back and take a good look at how the car “sits”, walk all around, looking to see that it stands square. Also look at the fit of the panels and its overall condition.

Remember, that if the appearance of the paintwork is such that you feel a respray is needed, the whole car will need to be taken apart if you are to do a thorough job. Viewed from the side, how does the rear end sit? Is the car down on its haunches, indicating tired rear springs, or does it stand up proudly? Looked at from the front, does it look level and square or does it appear lopsided? What is the door fit like? Pay particular attention to the front of the doors where they meet the scuttle. The top surface of the door, where it sweeps up to meet the scuttle, should line up. With the door open, place your hand on the bottom edge of the door at the front (i.e. furthest away from the door hinge) and gently lift to see if there is any movement in the hinges and the door pillars. How well do the doors open and close? Do the locks work well? What is the bonnet fit like and do the latches locate easily? Are the wings, both front and rear, in a good state of repair? Look on the underside for signs of damage/repair. Is the wing piping ragged and past its best, or does it look neat and fresh?

Examination of the trim should be self evident. Get the owner to demonstrate the hood. On the TD it is a very simple affair, just like a pram hood, and ought to go up quickly and easily, but it will give you the chance to view its condition. Similarly, the sidescreens, although I have to say that I leave mine at home, unless Mrs TD is with me! The sidescreen storage box, in the rear of the body tub, is the ideal place to carry spares, oil, cleaning kit etc., leaving the whole of the area behind the seats for luggage.

Look at the instrument panel to check the condition of the dials and to see if they are original 'Jaeger', if so, the backs behind the dash will be brown Bakelite. You can ascertain whether they all work on a test drive. You should also note that none of the T-Types have a fuel gauge; instead, a warning light on the dash comes on when the fuel level is down to about 10 litres (enough to travel 50 to 60 miles).

Next up is to look underneath the car at the chassis. If you look from the front, down the length of the car, you should be able to "sight" whether the chassis rails are badly bent, If so, then the best advice is to walk away from the purchase. Small distortions will be nigh impossible to spot. Also check for signs of rusting, paying attention to the chassis outriggers and rear spring hangers. Try poking hidden areas with a screwdriver. The general condition of the underside of the car will give you a measure of how well it has been cared for.

Turning to the mechanical side, the engine should be an XPAG unit (unless it is a TF1500 with an XPEG unit) with twin SU carburettors. An original car will have a T-shaped air intake pipe to the two 1 ¼" carburettors, drawing through a single oil bath air cleaner. Some cars have been modified, to improve breathing, by fitting pancake air filters to each of the carbs in place of the oil bath and with 1 ½ " carburettors. Start the engine up and once warmed up a little, it should tick over comfortably at about 800 rpm. Is there any blue smoke out of the exhaust? Is the tickover rough and uneven? Once fully warmed up, how does the engine respond to a blip on the throttle? Are there any untoward

knocks or unwelcome noises that cannot easily be explained away? The answer “they all make that noise” should be treated with serious suspicion. Look and feel for any fluid leaks, minding you don't burn yourself on the exhaust manifold. Run your fingers under the carburettor float bowls and the banjo fuel unions to check they are dry. If you smell petrol, check where it's coming from. Check underneath the car for oil leaks. Whilst most do around the bell housing, it's really a question of “how much?”, particularly after your test drive. Check to see there is oil pressure of at least 20psi at idle, rising to 45psi plus at 2000rpm. As with any car purchase, remove the radiator cap to see if there are any signs of oil in the water. Is the level right? (if you put your first finger into the neck of the radiator up to your knuckle, the end of your finger should be touching the surface of the water). Is the water a serious brown colour, or is it more the colour of antifreeze? Remove the dipstick to check the oil level and whether it looks clean/fresh or black/old. Check for any sign of water in the oil on the dipstick.

Finally, a test drive will let you assess how well the car runs and drives. The TD has the benefit of rack and pinion steering gear, so its steering should be very precise. During your test run (and after carefully checking in your rear view mirror that there is nothing behind) try taking your hands off the steering wheel to see if the car wanders to the left or right – then do the same again, but braking firmly to see if the car pulls to one side.

How well does the car go? Any decently maintained XPAG will pull like a train and you will quickly realise the appeal of a T-type. By modern standards they are not exactly aerodynamic, but the power unit is a lusty affair. Try putting the engine under load in second and then third gear to see if it jumps out of gear (indicating wear in the gearbox). First gear has a tendency to wear over time and many owners, myself included, move off from a standstill in second gear wherever possible. Listen for any unexplained noises from the back axle. Does the car feel firm and taut, or does it rattle and shake like an old cart? Do those lovely instruments all work? I find that the clock has a mind of its own – sometimes it works fine, other times it takes a rest! Ask the vendor if the cylinder head has been converted to run on unleaded petrol. It may not make a difference in the short term, particularly if you are only using the car locally and for shows, but it could affect the marketability on any future resale. You also need to check at some point that the lights, horn and whatever indicators are fitted all work. There is also the paperwork to peruse. Past MOT certificates will confirm past annual mileage and any garage/restorer's receipts confirm work done. If the current MOT certificate is more than 4 months old you need to make a judgement as to whether to ask the vendor to get a fresh one, depending on how much use the car has had in the intervening period. Hopefully, the vendor will also be able to fill you in on past owners.

Now to move on to my own experiences of TD ownership over the past seven years, focusing on maintenance and repairs. Previous car ownership has been purely of the 'sensible', and sometimes, not so 'sensible', family variety. I am

not an engineer or craftsman of any kind and therefore embarked on MG ownership as a very naive and 'green' customer, but having grown up in the 1940s and 1950s, MGs have always pulled at my heart strings.

I paid over the odds for what looked a very nice car in the showroom and took it to Alastair Naylor for a very modest tidying up exercise. Alastair soon put me straight and removed my rose tinted spectacles! Sixteen months later, I finally took delivery back of my car from Alastair!!! Since then the car has been used largely for touring, including some lengthy trips to mainland Europe, with an annual mileage of 5,000.

My first purchase was of a Workshop Manual, which has been well used, together with a T-Type Parts Catalogue, which I find invaluable because of its exploded pictures of every bit of the car in detail down to the last nut, bolt and washer. Wherever I go on my travels in the car, I always take these two items with me. Also invaluable is the SU Workshop Manual which I got at the 'T' Register 'Rebuild' event a few years ago.

The MG Midget Series TD/TF Workshop Manual provides a list of regular maintenance attention with the recommended mileage intervals and I have used this as my guide, keeping a log of work done. Armed with a good grease gun and a socket set, I have found no difficulty in undertaking regular maintenance. Without access to a ramp or pit, axle stands enable me to get underneath the car safely and when on a lengthy trip I always carry one. The engine oil and filter are changed every 3,000 miles and bearing in mind the engine has been rebuilt, I use Penrite Classic HPR 30, which is a multigrade SAE 20W-60. The gearbox oil is drained and refilled with fresh oil every 6,000 miles, again with Penrite.Gear Oil 40. I have never had any problems getting spares from any of the main MG specialist parts suppliers.

Repairs I have been faced with over the last 30,000 miles are as follows:



(continued on page 23)

In the shade in France

- A broken engine steady bracket (twice). This fixes on the water pump mounting and I found I had to take the whole of the front of the car off to get at it. Quite a learning experience!
- A leaking sender unit on the petrol tank. This was solved by carefully removing the back of the unit, gently cleaning the gasket, tightening up the terminal for the wiring loom contact and smearing fuel resistant sealant on all the appropriate surfaces, before tightening the whole lot up.
- A broken half shaft, which meant returning home on a trailer, but I was able to replace this in my garage at home. One useful tip I was given when taking apart the diff was to put a cardboard box underneath to catch any stray parts as I eased the housing open. Needless to say, this applies equally to any other dismantling operations.
- Complete dismantling of the carburettors, cleaning and renewal of the various cork seals and washers, reassembly and retuning.
- The car developed the habit of jumping out of third gear and I took it to my friendly specialist, Alastair Naylor, to sort out.
- Replacement of the rev counter gearbox drive on the back of the dynamo
- Adjustment of the clutch linkage, which is rod operated
- For some reason, still unexplained, the earth strap between the gearbox and the chassis was not doing its job, despite much cleaning of its contacts at each end. I therefore fitted an additional earth cable from the dynamo mounting to the metal side of the battery tray.

I think this list is fairly minimal, given the overall mileage, and suggests that once you have swallowed the initial cost of purchase and any subsequent remedial work, running expenses are fairly modest. T-Types are remarkably robust little cars with a power unit that revs willingly up to 4,500 rpm plus. I find cruising is comfortable at 3,700 rpm, which translates into a speed of 55/57 mph in top. Because I am not particularly keen on motorway driving in the MG, I have not gone down the route of fitting a 5 speed replacement gearbox, although an increasing number of folk have. I do recognise that if you intend driving at modern motorway speeds for any length of time, this conversion must make for a more relaxed journey.

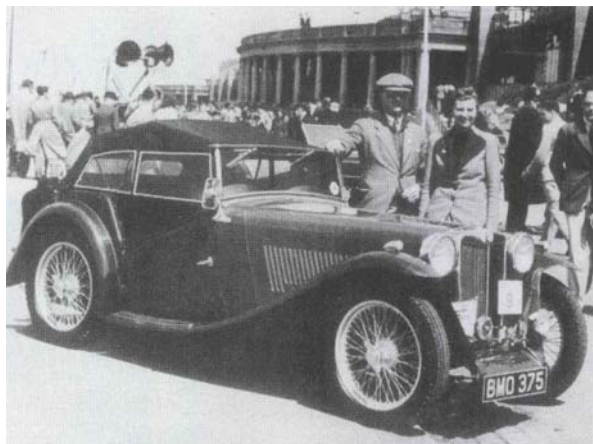
Finally, here are a few of my favourite outings:

- Best event in the UK; Goodwood at Revival time
- Best venue in the UK; Prescott hillclimb
- Best drive in the UK; The B6047 in Leicestershire between Melton Mowbray and Market Harborough at 7.30 am on a Sunday morning
- Best event in France; Angouleme, the third week in September
- Best circuit on the Continent; Nordschleife
- Best drive on the Continent; The Route des Grandes Alpes from Menton to Annecy

Andrew Murfin

Totally T-Type, March 2007 **23**

THEN AND NOW – BMO 375



Those of you who bought the 2001 Yearbook might remember that there was a feature article on this TA. It was in the form of a reprint of an article which had appeared in the April 1980 edition of "Collector's Car". The article, written by motoring journalist, Harold Hastings, recalled two TA Midgets he owned in

the thirties, one of which was BMO 375. The photo above was captioned as follows:

"CONCOURS STUFF – Metallic grey bodywork, silver wheels, a black hood and scarlet upholstery made the author's second TA a very pretty car, It is seen here lined up for the Concours d'Elegance which followed the 1939 Blackpool Rally"



The present owner, Bernard Copleston, acquired the car in the summer of 2001. The restoration took about three years, during which time a new fully skinned body tub was made by Steve Gilbert (recommended by Bernard and also by your Editor). **Steve Gilbert – bodywork tub 01784 466488**

New front wings were made by Vintage Wings and Radiators **0161 202 6247** and trim in red leather was completed by a friend of Bernard's, who also made the carpets etc., Having cleaned the chassis and painted it in 'Hammerite', Bernard attended to a number of mechanical problems, such as a new rear hub and half shaft, new pinion bearings in the rear axle, new universal joints in the propshaft, new front wheel brake cylinders, kingpins and bushes, track rod ends and brakes relined/new handbrake cables.

The car had been fitted with telescopic shock absorbers and these were left on. New floorboards and dashboard were needed and Bernard also made his own personalised steering wheel. A new wiring loom was installed and the original CJR3 cut-out and fuse unit was found to be in working condition. However, the main reserve petrol tap was unavailable at the time from the usual suppliers so Bernard made his own.

The paintwork was entrusted to Classic Car Services at Leeds in Kent, who did a splendid job of replicating the original silver grey colour in two pack, but it's a tad on the shiny side for Bernard's liking. **Classic Car Services 01622 861950**

The engine had been run in the chassis before the restoration started but it was subsequently found to need a complete rebuild. John Kirby at Croydon did the work. **John Kirby, white metal bearings etc., Croydon 020 8688 2127**

Another set of wheels and tyres, and new hood and sidescreens added to the already hefty expenditure – not forgetting the innumerable hours put in by Bernard at no cost!

Commissioning the car was somewhat protracted and frustrating, requiring the fitting of a heat shield on the carbs and a new distributor etc., It also took some time to get used to 1930s motoring! However, BMO 375 is much admired wherever she goes and full marks to Bernard for preserving another bit of motoring history.

Bernard wishes to thank Harry Crutchley of the Octagon Car Club for advice (and lots of components!) and many others, too numerous to mention, who have helped him along the way.

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RACK & PINION STEERING ON A BEAM AXLE T-TYPE

(Dick Woollett mentioned in his article in the November 2006 TTT (page 10 et seq.) that he was going to fit a rack and pinion steering to his TB and added the comment "no 'anoraks' please". This awakened 'The Tangerine Terror' from his slumber and there was quite a lengthy exchange of correspondence between the two of them. Although it runs to almost 7 pages of TTT, I think it is worth reproducing as there are some useful learning points. I do hope you agree!)

27 November 2006 (from 'The Tangerine Terror' to Dick)

I have never really considered myself a T-Type anorak (my wife might disagree) but I did read your comments in November's TTT and would like to make a couple of comments.

I think your story proves that a 'bull in a china shop' approach to vehicle diagnosis, does not work and we often come to the wrong conclusion and go off and do the wrong thing. I think it would be wrong to fit rack and pinion steering gear to a beam axle T-Type, not because I am against modifications to our cars but because in a rash moment in 1967 I fitted a Morris Minor R&P to my TC.

Why did I fit it? - probably because like you I was relatively new to the T-Type and was frightened/fed up/disenchanted with the way it steered. Today, nearly 40 years on and the owner of two TAs, both with XPAGs, so similar to your TB, I have honed the steering on both to being delightful, without resorting to R&P. Incidentally to fit the MM R&P I made up brackets to fit inside the standard TC engine mounting brackets which held the rack close under the frame to give spring movement clearance. I had to shorten the rack ends and had to make new straight steering arms to replace the standard ones which curve downwards, this was to prevent extreme angulation of the ball joints. All this and there was little valuable improvement in the handling.

There are a few things to be considered in getting the steering just right.

A beam axle T-Type will never feel like a modern car, modern suspension and steering is so good. There are good modifications like a panhard rod, rose jointed track rod and drag link, VW steering box which can add to the steering experience. The VW box helps arthritic old farts like me with lower gearing and less effort.

The total steering system has very many components, **all of which have to be right**, it starts with the driver's eye and finishes where the rubber meets the road and there are a whole lot of bits in between.

My recommendations are as follows, choose which box you are going to use, the Bishop Cam or the VW. They are both good. The BC is original, can be expensive to properly refurbish, is high geared and requires more input effort.

The VW is not original, is smoother, is more robust, lower geared and can cost less than a refurbished BC. Having decided which box, go through all the other components in the steering chain and make sure they are perfect. Get the axle beam checked for correct camber/castor angles and equal both sides. If you have chosen the VW, a panhard rod, and rose jointed rods then concentrate on the condition of the king pins (including their fit in the axle eye), security of the bolts holding steering arms to stub axles, axle beam to springs and shock absorber mounts. Crack test or replace the stub axles. Make sure the road springs are OK and their trunnions and eye bolts are a good fit. I have no preference on a road car for either original/telescopic/friction dampers; just make sure they are good. Check the hub bearings, I use tapers with a spacer, and make sure you have good splines on the hubs and wheels. Make sure the wheel spinner nuts are good and really tight and that the wheels are seated properly. I have seen normal instead of thin brake drum nuts prevent the wheel seating properly on the hub, Check all the spokes and the rims for run out and fit some decent tyres, there are some crap (technical term) 'classic' tyres about and get the pressure right. Having done all that you now need to do the most important bit, get the castor right.

Most peoples' fear of T-Type steering comes from a lack of directional stability, in other words the car feels that it is going to randomly leap off the road either to the right or left, particularly on poor surfaces. This 'feeling' is governed by the castor angle of the king pin, the angle it leans back at the top. It's just like the shopping trolley which wants to go all ways when the angle is wrong. On a beam axle T-Type that angle is controlled by the camber of the road springs, the shape of the axle beam and the angle of the eye in the beam which holds the king pin. I have seen axle beams fitted back to front so they have negative castor, they must be undrivable! Also, some TCs were fitted with 3 degree castor wedges between the axle and spring to reduce the castor and so the steering effort, more castor equals more steering effort. You can buy these wedges today and if you fit them back to front, that is thick end forward, you can increase your castor and directional stability. Both my cars have this fix and steer hands off at 80 in the fast lane.

Hope this helps and steers you away from the rack and pinion route.

27 November 2006 (from Dick to 'The Tangerine Terror')

Thanks, Tony, for the info which I have printed off for when I tackle the problem over the winter. I did not mean to call you an anorak it was directed at people who abhor any sensible mod to a 'T' Series car. Do they still use asbestos pads or pool petrol? NO. But they are quick to tell you that your idea is not as Nuffield intended. I have owned and rebuilt about 10 cars - Rolls 20/25, DB6 and two 'T' Series - a TA (now in the hands of Brian Rainbow) and this TB for

my collection over the years, all done only by me. (all, alas, sold, except for the TB, no room) I hear and understand your comments; there are all sorts of factors to take into consideration. Yes, when I rebuilt the car from chassis up, all components were replaced/balanced/track rod ends king pins taper bearings the whole caboodle, but I still have bloody dangerous steering for where I live. Having had a TA I took particular care with the steering to get it as per the book. I will take care in my research of fitting Rack and Pinion who knows unless people like me and you keep trying we may only be stuck with Bishop Cam or VW.

I intend to use racing rose joints and keep the wheel tie rod in place as well with rose joints) to stop any exaggerated TOE in or TOE out also the rally rack is a extra strong one the same as I used in my rally historic Escort Mexico. It's all in the mind at this time as I have my competition car to work on.

Thanks for your concern

I will keep all up to date through the TTT magazine

Regards, Dick

29 November 2006 (from 'The Tangerine Terror' to Dick)

Hi Dick,

You have probably guessed that beam axle T-Type steering is one of my hobby horses'. If all the other bits are really OK, then :

1. Fit the VW box and Panhard rod (both available from Deiter Wagner on **Wagner-Neu-Anspach@t-online.de**)
2. Fit the rose jointed drag link and track rod (available from Tim Patchett on **happy.people@virgin.net** He also does new stub axles machined from billet but they are expensive, about £600 a pair)
3. Fit the reversed Castor wedges (available from Moss - talk to Carl at Bradford)

Here is a picture of my supercharged TA at Silverstone this year (*not reproduced* – **Ed**), it has all the above mods and steers great. If you look closely you might notice that it has about 2 degrees of negative camber but you don't need to do this in the first place.

Regards, Tony

01 December 2006 (from Dick to 'The Tangerine Terror')

Hi Tony,

Thanks again for all your info on the TB steering. You have now made me think again about fitting a Rack and Pinion, so I will start the ball rolling with making and fitting rose jointed drag link and track rods.

On the principle of doing one thing at a time I will try all mods and see how it's going. Next I will fit the castor wedges. However, I am confused! (I am not too old to listen and learn and ask) - the car at present has about 3 deg castor i.e. king pins lean towards the rear and yet the TC was fitted with wedges to reduce the castor. So in layman's terms what, if any, degrees should I be looking at for the kingpins and forward or back or upright. Your race car is fitted with 2 degrees of negative camber (towards rear) is that what I should aim for with the wedges?

My trials car, modern sporting trials, has no castor at all but has needle roller kingpins SUPERB!!

Then I will look at wedges again. Tell me looking from the front of car sharp bit first or thick bit facing rear of car. I do by the way have all new trunnions fitted but original springs. I will also invest in new tyres (correct Dunlop) in the Spring. So rest assured that I will not change the car until I have exhausted all the above.

Regards, Dick

01 December 2006 (from 'The Tangerine Terror' to Dick)

Dick,

I still think that the castor is the most important factor in providing a feeling of security whilst driving the beam axle T-Type (assuming all other components are in good condition). People ask me how much over the standard castor should be added and I usually reply as much as you need to feel good. I find that the reversed TC wedges from Moss are adequate and provide an acceptable compromise with effort. The export (USA) TC was latterly fitted with the wedges to reduce the castor to almost nil to suit the market demand for light steering, remember the Americans became accustomed to one finger power steering on their domestic cars and expected the same from the TC. It might have been OK at 30mph on super smooth blacktop but I would not want to drive this set up on heavily cambered and potholed UK roads.

Take a look around at other non MG beam axle cars and you will be surprised at how extreme the castor is on some cars.

The wedges are inexpensive, you might also want to fit 8 new longer (to accommodate the wedge) axle fixing bolts at the same time. I use 8 mm cap head bolts because they are the strongest I can buy and I fit at least 2 nuts, (preferably 3) as the whole car 'hangs' from these fixings which take all the front weight and dynamic loads. You will have to measure up your front end to decide what length you need, it varies depending on the bottom plate and shock plates you have. It is always a good idea to fit reinforcing plates under the nuts to reduce the bottom plate deformation when tightened. Also you will need longer bolts on one side if you fit the panhard rod which would be my

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stage 2 choice after the wedges, with the rose joints as stage 3. I dispense with the rebound plates fitted to the standard car. You can buy good quality bolts from Namrick over the Internet. Remember that while rose joints are more precise, they are not as durable as standard spring loaded rod ends and should be inspected regularly and I change them regardless at 10,000 miles. I also fit a substantial washer under the head of the bolt securing the rose joint so if the inner race comes out of the joint they still stay coupled until you can stop!

By the way, if necessary, you can also get the VW box and panhard rod via Peter Edney.

Good luck with your car and if all this sounds a little complicated you are welcome to take a look at mine if you are ever in Bedfordshire.

Regards, Tony

01 December 2006 (from Dick to 'The Tangerine Terror')

Again, thanks Tony

I will now get on with it over the next few months. and will get back to you in the New Year. I had already fitted new longer bolts with 3 nuts to PLAY SAFE.

Regards, Dick

01 December 2006 (from 'The Tangerine Terror' to Dick)

Dick,

Just read your note a little more thoroughly.

Road springs tend to flatten with age so this will have the action of reducing your effective castor. To increase castor, the wedges need to go in with the thick end facing forwards. Sporting trials are at relatively low speeds so the need for castor is much less and reduction in effort is good for rapid steering inputs. I do Class 2 in the Lands End etc in a supercharged Austin 7 special, it has plenty of castor for the road sections but is tiring on the off road bits, steering is always a compromise!

Regards, Tony

02 December 2006 (from Dick to 'The Tangerine Terror')

Hi Tony,

Working on the trials car today and while waiting for paint to dry thought I would do a quick check on the TB castor angle. Using spirit level and protractor I have discovered that my castor is 8 degree plus or minus 1 degree. So in fact you were right that it should have been the first thing to check but I do remember setting it up when restoring car but must have made a mistake.

So as Clausanger book suggests normal is 6 degrees then am I right that in fact for my car I need to put the 3 degree wedges in the normal way round

(sharp bit forward) to reduce my angle to approx 5/6 degrees? I do not want to make another mistake so what are your thoughts? I am happy to try it and see what difference it makes before I do anything else at all.

Thanks for your time and trouble.

Regards Dick

04 December 2006 (from 'The Tangerine Terror' to Dick)

Dick,

You get a bit of castor from the axle forging, a bit from the camber on the springs and a bit from the chassis (if the chassis is not parallel to the ground and say it is lower at the front than the back maybe due to front spring sag/smaller wheel/tyres etc, then you will effectively reduce the castor).

Like I said before, I don't much care what the measurements are as long as they are similar side to side, what I want is a car that has good directional stability at speed and I will add castor until I get that feel. If that takes 10 or more degrees, then so be it. It assumes all else is well with the car and it has to be a compromise with acceptable steering input effort.

I understood that you felt your car lacked the directional stability to make it feel safe and predictable at speed which is why you were considering the rack and pinion route. If you reduce the castor as you now suggest, the car will feel worse, not better. I suggest you ignore the specification and measurements and fit the wedges thick end forward, it costs little to do and can be reversed easily if you do not like the results.

If your problem is also one of play in the whole system and if the steering box assembly/king pins/stub axles/bearings/hubs/spring mounts/wheels/tyres are in excellent condition, then fit the panhard rod and rose joints as they will sharpen up the response to steering inputs.

There is no magic solution, it's like I said up front, everything between the drivers eye and where the rubber meets the road in the steering system has to be right and there are a lot of compromises to be balanced. Even then because of the basic chassis design, it's never going to steer the same as a modern vehicle.

But, trust me, you can get a beam axle T-Type to steer and handle so it will safely keep up with modern traffic on all but the worst surfaced roads.

Regards, Tony

04 December 2006 (from Dick to 'The Tangerine Terror')

Ok Tony, I fully understand and a pair of wedges are now on order and will be installed thick end to the front. I will then try the car and let you know, assuming good weather to take car out. Regards, Dick

Totally T-Type, March 2007 31

06 December 2006 (from 'The Tangerine Terror' to Dick)

Dick,

You don't need good weather, just good clothes. I am commuting to work in my roofless screenless T-Type today. Let me know how you get on with the wedges. If I don't hear from you before Christmas, have a happy one. Tony.

12 December 2006 (from Dick to 'The Tangerine Terror')

Hi Tony,

Final e-mail about TB steering! I did fit wedges and yes, you are right, it now is great to drive. Although it's past history now as I have sold the TB subject to payment of cheque to make way for new special project. So thanks for your help I am glad I did not fit Rack and Pinion.

Regards, Dick.


13 December 2006 (from 'The Tangerine Terror' to Dick)

Dick,

Glad it all worked out well! Tony.

Ed's Note: Much to my chagrin, Dick asked me to advertise his ex-Police TB on the Register website. It didn't stay on there for long – within a few days of the advert first appearing a buyer from Switzerland 'snapped the car up'.





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DOES YOUR CAR HAVE AN UNUSUAL HISTORY?

When he was TD/TF Registrar (he now currently looks after the TD Register records with the TF records passing to Barrie Jones) David Butler received the following information from one of our TF registrants in California:

"I purchased this car in 1984 in Marin County California from the estate of Richard Alexander Baldwin. The car was a complete black plate California car (no rust) with all numbers matching. I believe the car was originally painted white or cream with a red interior.

Mr. Baldwin was a member of a cult known as the "Pendragons". He was murdered in San Rafael, CA by some of his followers in about 1982. My friends refer to this car as the "Pendragon-mobile".

If your car has an interesting history (perhaps not as macabre!) your Editor would be pleased to hear about it.

WHICH "LONDON" IS THIS?

This also comes from David:

"Francis Precht of Frostburg, Maryland, owns a UK home market RHD TD. He thinks it may have belonged to a US serviceman, because it has travelled widely. There is an intriguing sticker on the windscreen. Perhaps someone can recognise it through TTT? It is not known whether this is 'our' London or one of the US Londons."



If you know the answer, the Editor would be pleased to hear from you.

KING PINS AND BUSHES FOR TB/TC (AND TA FROM TA1501)

We can now give details of final costs:

These are as follows:

Steel backed 'wrapped' bushes **£6.50 each (£26 per axle set)**

King pin set of two king pins, two thrust washers, two cotter pins **£40 per set**

Sets as above of king pins etc., and bushes **£65 per axle set.**

All of above plus postage at cost.

SPECIFICATION

King Pins made from EN36b case hardened and ground to 0.750 inch dia. +/- 0.00025 'thou.

Thrust Washers 0.140 inch* thick with eccentric turned grooves and made from SAE 660 bronze

Cotter Pins made from EN32 with 5/16 inch BSF thread

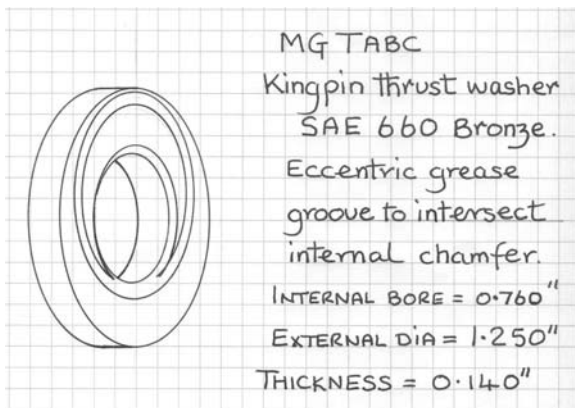
AVAILABILITY The bushes should be available by the time you receive this issue of TTT. Those on the waiting list for just bushes will be contacted to confirm order and postage cost will be advised at the same time.

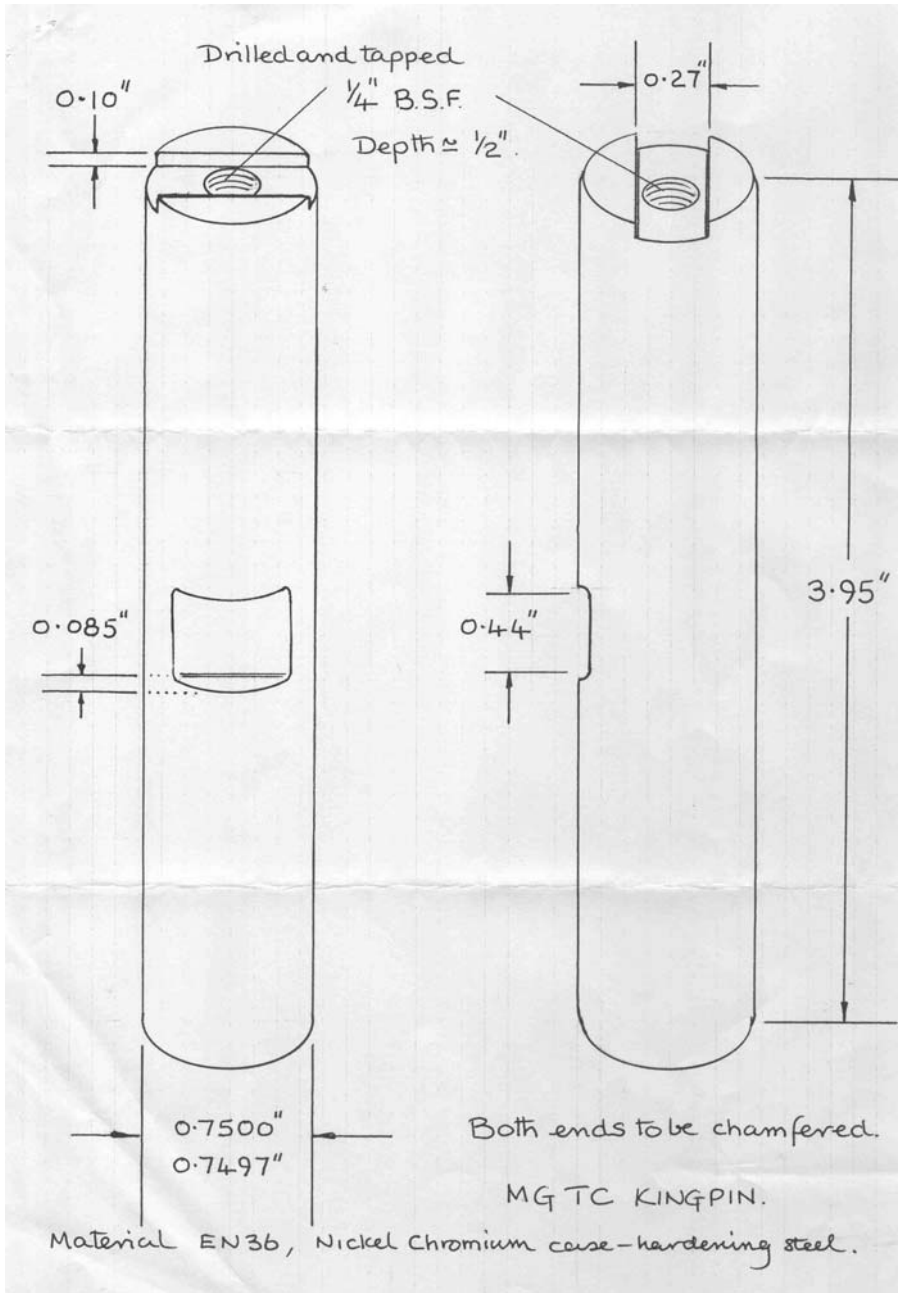
The king pin sets are anticipated by the end of April. Again, those on the waiting list will be contacted to confirm order and postage cost for kingpin set with or without bushes will be advised at the same time.

* thicker than standard size to allow for wear in the stub axle.

These are good quality items and are offered on a non profit making basis (a small surplus is being donated to Register funds). Only 30 king pin sets are being made and 16 of these are already ordered.

A drawing of the thrust washer is below and the king pin drawing is opposite.





CARS FOR SALE

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 Rod Sawyer.



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.

Two T-Types are for sale in Germany. The first is a 1938 TA Tickford (TA3113). It is fitted with a TF1500 engine and gearbox. The original engine and gearbox are included in the sale and are in good condition. This is an elderly restoration, condition 1-2 mechanically and bodily 2+, folding top very good. The second car is a 1955 TF1500. It is fitted with an MGB engine and gearbox (the XPEG engine and gearbox are in the TA Tickford). Good condition bodily and mechanically. Due to the engines fitted, the preference is to sell the cars as a package. Interested persons please call 0049 9352 509109 or, from 20th March until 20th April +34 (952) 864683 The cars can be inspected in 97816 Lohr, Germany (about 1 hour's drive from Frankfurt Airport)

1937 Supercharged Racing MG TA 1500cc. GSK 703. Raced and developed from 1970. TC gearbox. Unleaded head. Very competitive T Type. Raced all national circuits. Also Dijon, Montlhery, Spa, Angouleme. Team Rosbif; well known car. Spares package includes Works 1500 Xpeg block, rods, pistons. BRG/Silver. Needs light recommissioning since last race Silverstone. Dry storage since. Serious competitive T Type at fraction of build cost. £22,500 ono. Freddie Yhap 0207 538 5707 for appointment to view.



1948 MG TC. Recently completed following a full nut and bolt restoration by a retired precision engineer. The car has a Naylor body and a Collingburn interior. Hand tailored weather equipment including full toneau in Beige Mohair. Instruments by John Marks. Higher ratio CW&P for relaxed cruising. Very good panel fit all round. A simply lovely TC. Interesting and original number plate included in sale at £18,500. (Sorry no dealers please) Please call Mark 0208 859



3780. More pictures available from mark@mgdeacon.plus.com

RHD 1952 MG TD Red with Beige interior. Car was fully rebuilt from chassis up in 1998 and now sports a 5 speed conversion and a full wire wheel set up. Engine is a Wolseley Block converted to XPAG and is +60 and 30/40 on the crank Converted for unleaded fuel. Lip seals front and rear main (both dry). Currently on French plates (original UK document copied for return to UK registration available) and is Control Technique (mot) until 03/08. Contact via email at mga752@aol.com or telephone 0033 297 73 41 22. Price £12750 or 18487 euros. The original MG gearbox and all parts to return to standard are included in the sale. The car is located in Brittany, France.



Items for Sale (overleaf)

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

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

Myford ML7 lathe. Single phase reversing. On stand with many extras and tools. £650 o.on.o. Brian Craft 01793 750529.

TC bonnet sides and bonnet tops v.g.c. £150. TD headlamp, complete, good chrome £30. XPAG tappet side plate £20. Pair of TC petrol tank straps £10. TD front engine plate £60. Small Lucas oval reversing lamp £15. Small 'Blue Spot' oval spot lamp £20. 2 complete side lights £25 each. All in good condition. Postage extra. Tel: 01429 838683.

4 new TC brake shoes £8.00 original TC handbook £20.00 period A.A.handbook £8.00 original Midge Mascot excellent condition £550.00 Period A.A.badge £45.00 excellent condition Octagon brass badge £20.00. New TC head gasket £10.00. Tel: 01689 821647

TD/TF type LUCAS MODEL TPS1 indicator vacuum controlled switch (see page 35 of November 2006 TTT). The outside is in excellent condition with no marks and all screws original - £40. jj@octagon.fsbusiness.co.uk or phone 0117 986 4224.

Items Wanted

Can anyone help me out with at least 1mm of shims for the Bishops Cam Steering Box top plate. Many thanks Richard Tel: 01530222988

Wanted: Front Wheel Brake Cylinder for MG TA. Tel: 01728 685278

Wanted: Black, 3 spoked steering wheel with splined hub for a 1947 TC. Telephone 01702 587348

A pair Harry Pyle made front wing stay supports in the style of a J2 to fit cycle wings to a TC. (see TC's Forever top page 124). Or any help in obtaining a set of these castings. PLEASE HELP! Contact: Terry 0208 309 1234 or mg.terryandrews@btinternet.com

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