TREGISTER

Totally T-Type

ISSUE 23 SEPTEMBER 2007

James Sutton's TF (see page 30)

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THE EDITOR

Welcome to Issue 23! Not too far away from the 25 Issue milestone (January, 2008), from whence it will only be another 25 until I hand over the reins. Sounds a long way off, but *tempus fugit*.

I'm starting this Issue slightly earlier than usual, due to being away for the 'T' Register Weekend on 7/8/9 September. The aim is to finish the magazine before I go away so that it can be with the Printers whilst I am out of circulation, so to speak, but it's a bit ambitious……we shall see!

Did you read recently that the cost of the taxpayer-funded inquiry into the collapse of MG Rover had, at the end of July, reached a staggering £9.5m with apparently no end date set for its completion? When the government set up the inquiry over two years ago, the then Trade and Industry Secretary, Alan Johnson, said that he wanted the Inspectors to report "as quickly as possible". Does one deduce that in raking over the coals, a few hot ones have been found?

I contrast this seemingly academic exercise, with the energy and enterprise of the Chinese, who having dismantled several of the former Longbridge assembly lines, transported them thousands of miles and re-assembled them (without plans!) in their own country, are now actually making things, rather than "fiddling with bits of paper". Please don't get me wrong, I am not necessarily endorsing this action and I don't want to start a debate about "Chinese MGs" – I merely draw the comparison to your attention!

Before I go any further, I need to do something about a couple of action points from the last Committee meeting. The first concerns the level of interest there might be if a CD of (say) the first 25 issues were to be produced. It would, of course, have an index as an aid *(cont'd on page 4…)*

to finding things and it has just occurred to me that this index could also be produced in hard copy format for those of you who prefer this medium. I'll try to remember to include something to gauge interest on the return slip for TTT renewals which will be coming out with the November Issue.

The second action point concerns the level of interest there might be if a DVD Version of the XPAG and TD/TF Gearbox videos were to be produced. We have nearly sold out of the XPAG video and with technology moving on, it's perhaps time that we moved with it – before it moves on again! As mentioned above, it might be possible to include this on the TTT renewal slip.

Talking of committee meetings, our next one is being held at the MG Car Club offices in Kimber House on 30th October. We have invited the Club's new General Manager, Richard Jones, to the meeting and it will be a good opportunity for us to get to know him better. From my visits to Kimber House in connection with the "Safety Fast!" Editorial Committee, I have observed that Richard is already making a difference.

It seems that there was not much enthusiasm for the MGs On Track day at Donington Park in October. Whether this was due to the time of the year or a lack of enthusiasm for the concept, we have yet to find out. Meanwhile, those who registered an interest will need to enter as individuals, rather than as a Register entry.

Those of you who receive "Safety Fast!" (and that's most of you) will know that I am featuring the rebuild of David Stansbie's L2 in instalments. The next one (Part 2) is due to be featured in October's magazine. I am very keen to increase the number of feature articles in SF! and I have lined up what will, I think, prove to be a really good one on a historically important T-Type. I'll say no more for the moment – all I need is the time to get the article together!

As I near the end of this editorial, I'm pleased to report that my target to finish the magazine before setting off for the 'T' Register Weekend has been achieved. It will be e-mailed to the Printers tomorrow (Thursday 6th September) as a PDF document and I'll be able to check the proof copy on the following Tuesday. I should receive the printed copies by the following Monday, so UK members should receive their TTT around the middle of week commencing 16th September, at least a week earlier than usual.

I finish on a sad note. 'Jim' Reeve, who regularly attended the MGCC Lacock 'natter' and supported 'T' Register events, died last week. Jim travelled the world as an RAF fitter and used his technical expertise to good effect on his XPEG engined TD. Jim was a quiet, unassuming man, who would help anybody. He was due to attend the 'T' Register Weekend with Sue, just as they had done in previous years. Sadly, it was not to be.

T REGISTER NEWS (Compiled by John James)

PAST REGISTER EVENT

'T' Party at Oaksey Perhaps the less said the better! The appalling weather completely spoilt this gathering. Nevertheless, around 50 MGs turned up for this event, hosted by the South West Centre. A fair proportion of the 50 were T-Types. Due to the strong winds there were no "fly-ins" by the light aircraft and having parked up, it was really a case of finding suitable shelter from the wind and rain. Cups of hot tea and home made cakes, laid on in the clubhouse, were very much appreciated and later the challenge was to time one's departure for the homeward journey in the hope of avoiding a soaking. Not many succeeded!

FUTURE EVENTS

1. The Autumn Tour 7th/8th/9th September By the time you read this, the Tour (based on Chichester, West Sussex) will have taken place and we will be looking forward to the next one. There will be a write up in the next "Safety Fast!" T-Type Newsletter, scheduled for January.

2. 'Rebuild 08'

How quickly the year goes! It's already time to start planning in earnest for our ever popular 'Rebuild' seminar. The provisional date is 30th March 2008 and the probable location is St Neots, Cambridgeshire, although not necessarily the Community College.

The good news is that Michael Sherrell, author of "the TC bible" *TCs Forever!* is coming all the way from Western Australia to join us and this will certainly guarantee a bumper audience.

Further details will be published as and when they become available.

3. Proposed 'T Types to the Ardennes' Trip May 2008

The following has been received from Bill and Sally Silcock:

"We went on the 'T-Types to Normandy' trip earlier this year and enjoyed it so much we have volunteered to organise a second European foray. We

hope to organise a 'T' Register trip to the Ardennes in May 2008. For those of you that are not familiar with the area, it is about a day's drive in a T-Type from ports such as Calais and Zeebrugge. It is wonderful driving country, with winding rivers in steep valleys, and lots of exciting roads.

The format will be similar to that of Roy Ingleton's very successful trip, with a maximum of about 25 cars (50 people). Like the Normandy trip, we think four nights (three whole days) at the selected hotel would allow participants to arrange travel to and from the venue to suit themselves.

The trip will be based at a suitable hotel in the Ardennes, and there will be a suggested itinerary for each full day of the stay. We hope to be able to provide a scenic suggested route to the hotel from a point reachable from several ferry ports. Since Belgium is famous for its beer, we will try to arrange a brewery visit (using a coach!) if there is one convenient to our hotel.

We have identified two possible hotel bases, and intend to do a preliminary recce in September as part of our summer holiday. After this, we will have a much firmer idea of costs and itineraries. As a guide, current (August 2007) B&B prices at the possible hotels are about €100 - €150 per night for two in a double room. We'll be trying to get some discounts on these prices.

In order to gauge the likely number of participants, we would welcome expressions of interest – these would, of course, be non-binding at this stage – and, indeed, any suggestions, on bill.silcock1(at)ntlworld.com, or by telephone on 01525 750468".

Bill and Sally Silcock TD MKII TSU 869

Ed's Note: The following has been received from 'T' Register member, Andrew Murfin, who is also organising a trip to the Ardennes later next year (2nd to 7th July 2008). This is not a 'T' Register trip, but Andrew is organising it primarily to participate in the Commemoration of the Circuit des Ardennes, which takes place from 4th-6th July. The trip is open to all MGs registered up to 1970 and there is to be a choice of ferry crossings; either from Hull, or from Dover. Andrew has organised a really good itinerary on

the way to the event with the Hull and Dover crossings' participants meeting up at Beloeil in order to travel together down to the circuit, visiting interesting places on the way. Here is a brief summary:

"A 6 day trip to participate in The Commemoration of the first ever road circuit motor race, which was run in 1902 over a course of 53 miles per lap and known as The Circuit des Ardennes. The Commemoration is being organised by The Royal Automobile Club de Belgium, who ran that first historic event in 1902 and promises to bring together a wonderful variety of vehicles from Edwardian to classics of the 60s and everything in between. On the way to and from the event we will visit Beloeil Chateau, the Water Gardens of Annevoie and the Caves at Hans-sur-Lesse. Departure from both Hull and Dover, meeting up at Beloeil. Good standard of hotels with private/secure parking. Total distance (approx) 630 miles. Cost: approx. £732 per couple excluding Ferry, petrol, drinks and personal spending."

The limit is 20 cars and Andrew can be contacted on 01909 591431. If you are interested, there is a full description of the itinerary available from Andrew, or you can contact the Editor for a copy.

3. Silverstone 2008

No, we don't know the date! As you probably know, the timing of the event is dependent on the date of the British Grand Prix. As we understand it, we are three years into the five year contract signed with the Circuit owners, so it will not be too long before the contract comes up for negotiation. The 'T' Register has recently written to Kimber House with some suggestions for improving the event with particular emphasis on attractions for children and more to interest the ladies – for example, could there be non car related traders' stands? Better signage as to what's on is also an issue, as is making the main marquee more of a focus for the event.

We understand that a sub-committee of the Executive Committee has been formed to review the event and we will be interested to learn of their deliberations in due course.

4. T-Party 2008

No decision has yet been made as to the venue, other than that it could be either Shuttleworth or Oaksey. The event is normally run on the first Sunday in July, so the provisional date is Sunday, 6th July, 2008. The de Havilland Museum (near St Albans, Herts) has recently been suggested as a possible venue and this is worth exploring in more detail. It is unlikely that we will decide on a venue and firm up the date much before the January Committee meeting.

5. AUTUMN TOUR 2008

Next year's Autumn Tour is being jointly organised by Chris Tinker and Graham Brown. It is based on the Elizabeth Hotel, near Ipswich and we shall be touring Suffolk coastal areas and the Suffolk countryside. The date is the weekend of 5/6/7 September 2008.

6. PRACTICAL SKILLS WORKSHOP 2008 There are no firm details at present, other than an in principle decision has been made to run the event in 2008 (members will know that we gave the event a rest this year).

7. 2009—YES 2009!

The purpose of this early notification is to let you know that we will be running two Autumn Tours in 2009.

The first is neither being held on a weekend, nor in the Autumn! It is at Kelso in the Scottish Borders and the dates are 17/18/19 August 2009. It is impossible to book for a weekend in this area because of the forward booking (for years ahead) of rooms by salmon fishermen.

Demand for this "weekend" is likely to be extremely high and the number of rooms available is nowhere near that to which we are accustomed on other Autumn Tours, so when we have further details, the places will be offered on a first come, first served basis.

The second Autumn Tour in 2009 will be held in the West Country on either the first or second weekend in September and is likely to be in Devon or Cornwall. We shall be seeking the assistance of the Devon and Cornwall Centre to find a suitable venue.

We will try to let you have some further information on the Kelso event in November's TTT.

Overhaul of TD Girling rear shock absorbers

This is really only half an article!

3 years ago I found the rear Girlings on my 1950 TD leaking badly, and overhauled them myself. I kept notes and photos in anticipation of doing the front units eventually, and then writing an article for TTT. Well the fronts still ain't broke so I've not been inclined to fix 'em yet, but J.J. has persuaded me to give him "Part 1" now, so here goes:

1/ Start by removing the filler cap (a 11/8 inch Whitworth socket or tube spanner, 1 7/8 inch across flats, is the correct tool), photo 1. Without this you may have to use plumbing technology…) empty the oil and sludge out, mark the relative position of the arm, body and cam before starting to strip the unit. It is not necessary to remove the lever arm from the shaft. Remove the core plug from the back of the unit, then push out the shaft with lever attached. A press is necessary for this operation, together with suitable support blocks to keep the unit level (photo 2).

Photo 1

Photo 2

2/ The plugs at the end of the piston chambers are very tight and cannot be removed with an ordinary screwdriver. Make up a suitable tool from a piece of plate 3/16 inch thick with a 2 inch radius, which can be turned with a large wrench.

3/ Remove the cam through the top filler hole and push out the piston assembly. The non-return valves in each end of the piston are retained by circlips. Remove these, noting how the components fit together.

4/ The valve chamber is closed at each end with a plug that can be removed with a 7/32 inch Allen key. Inside each end is the brass plug which retains the valve spring. This plug can also be removed with the Allen key. Before doing this, use a caliper or depth gauge to measure the depth of each plug within the bore (this will save some setting up time on reassembly). Extract the spring and plunger from each chamber, noting carefully which comes out of which end: the plungers are different in order to give different bump and rebound characteristics. Photo 3 shows the components laid out: the longer of the two plungers is on the same side as the lever arm and controls the hydraulic resistance on rebound.

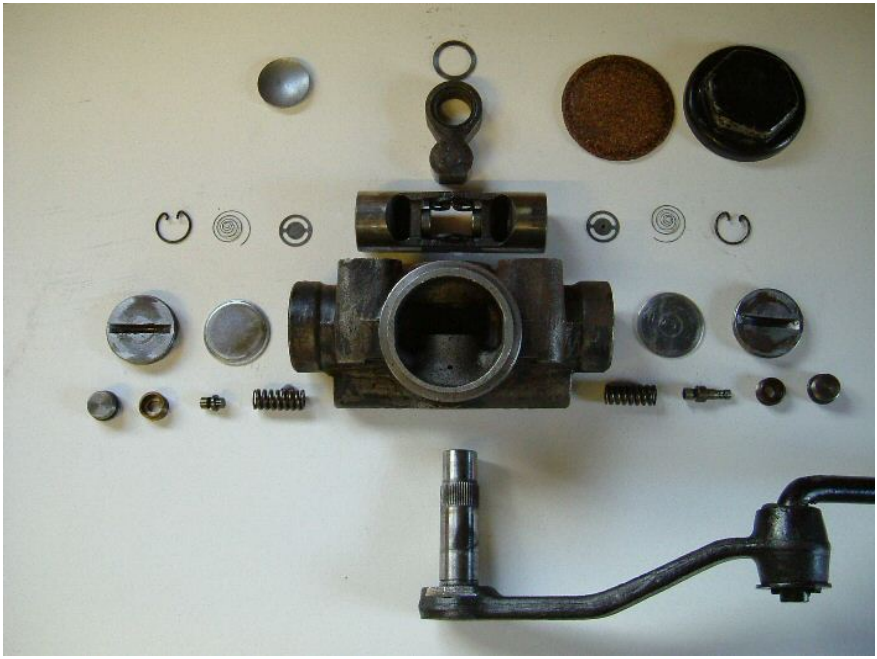

Photo 3

5/ Clean everything thoroughly. There should be little wear unless the units have been run completely dry for any time: which seems unlikely. Hopefully the only components needing replacing will be the filler gasket (cut a circle out of a sheet of cork gasket material), the shaft seal, and the 11/8 inch core plug. Cut a gasket the same diameter as the core plug and apply some silicone sealant between this and the core plug.

6/ The shaft seal can be replaced by two garter seals CR7205, also listed as CR19x30x8HMS4R. These should be available on order from SKF

stockists. Before fitting, pare off the rubber from the outside edge, back to the steel (photo 4).

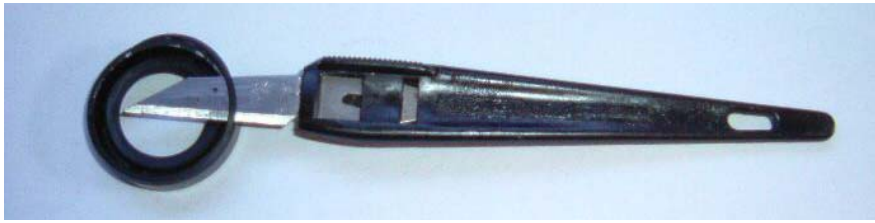

Photo 4

The two seals together should then have a combined width of 14.8 mm. They are fitted in tandem with the lips inwards and the space between packed with grease. The outer seal acts to protect the inner seal from dirt and water ingress, and it protrudes from the body exactly the right amount to fill the gap between the lever arm and the body (photo 5). Leave out the washer that was originally fitted here.

Photo 5

7/ Reassemble, taking care when replacing the non-return valves into the piston that the hair springs do not get trapped in the circlip groove. Ensure that the arm, body and cam are aligned correctly. The shaft fits into the cam on a fine spline, and it is easy to get it one tooth out. A press is again necessary to complete this operation. Start with the brass spring retainers in their original position. If this was not recorded, measure the components

accurately with calipers and start with the springs compressed 3/4 turn from their free position.

The screwed plugs at the end of the piston chamber have alloy sealing discs. These can be reused, but a little sealant on the threads is prudent.

8/ Refill the unit with hydraulic oil, or motorcycle shock fluid. (I used Power Team 9637 hydraulic oil) Work the units continuously for several minutes to expel any trapped air, until the full movement in each direction is steady and smooth.

9/ The units can be set up to the specification given in section L8 of the TD workshop manual using a spring balance and stop watch. Bolt or clamp the unit to a suitable support. The spec. requires 3.5 seconds for full travel of the arm under a torque of 250 lb.in bump and 400 lb.in rebound. This is more easily measured if an extension is clamped to the arm and holes drilled at 10" and 16" from the shaft centerline. A 25lb spring balance is then used to pull the arm from one extreme to the other whilst timing with the stopwatch (photo 6). 10" hole for up, 16" hole for down. With a little practice this gives repeatable results. If the time is too long, slacken the brass spring retainer a few degrees at a time, if too short tighten it. Note that the spring controlling rebound is on the same side as the lever arm, and the bump spring is on the other side. Continue until repeatable results between 3 and 4 seconds are achieved.

Photo 6

Since writing the above notes 3 years ago, my TD has covered 8000 miles and the rear shocks are completely oil tight. More recently I have rebuilt a pair of Armstrong front units from a 1953 chassis. I came to the conclusion that MG must have changed from the cast iron Girlings to the light alloy

Armstrongs to save money. The cross shaft of all these units runs directly in the housing material without bushing, and the alloy had worn badly. The holes either side of the unit are of different sizes, so some ingenuity was required to turn up and line bore bushes. Again, garter seals were used to replace the original rubber bushes, but in this case there was only space for one seal each side. Time will tell if this solution is successful.

David Butler

Kids Don’t Try This at Home.

Or how to fit a Moss rear engine seal in situ.

Having gotten a written warning on oil leaks at the TD’s last warrant of fitness I decided to fit a Moss Rear Oil Seal kit. I had ordered one after returning from the 2005 Hastings Rally and counted how many litres of oil I had thrown out into the environment, but never got around to fitting it.

Having studied on it for a few days and having no means of supporting the engine and turning it over, without removing the head and carburettors, I thought I could do it without removing the engine from the car.

First thing was to put the front of the car up on ramps to give a extra few inches of clearance, this was not as good as I thought as the ramps impeded access, so axel stands would have been better. Remove the sump so the engine could be supported on the sump face, then the gearbox.

On removing the clutch cover, it was found the clutch plate was soaked in oil and the faces burnt, although I had not noticed any clutch problems.

Remove the flywheel after marking its position; this requires getting the locating dowels in the right position and a bit of juggling. First problem was getting at the three bolts holding the top plate. I had thought that loosening the big end bolts would enable me to drop the crankshaft enough to do this, but that was not the case. So it was drain the coolant, remove the radiator, timing chain cover, and then the timing chain. Setting the crankshaft so that the webs were horizontal, all the big ends were removed and the crankshaft lowered on a trolley jack. The upper plate removed, some time was now spent cleaning the outside edge of the crankshaft clutch flange with 1200 grit to get it as clean and smooth as possible. The new upper plate was fitted, and at this point disaster nearly happened, when the jack slipped slightly and I had great visions of the crankshaft dropping and the pistons coming out, however all was saved and the big ends refitted. Next was just following the instructions and fit the lower half of the seal, Check that the crank flange is centred in the new flanges, otherwise you have to remove the top half and slot the holes to get it lined up, grind the rear main bearing cap to get the required clearance. This took some time so as to keep it parallel and flat. Once this was done and the drain hole drilled the lower flange was bonded to the rear cap with sealant and allowed to set. When everything is set it is important to make sure the drain hole is clear of

sealant. Time to torque everything up again no problem normally, but trying to line up six split pin holes took the best part of two hours while flat on my back. Fit the timing chain and cover, new front seal and a speedy sleeve on the front pulley. Install the rear seal as per instructions. Fitting the flywheel was another problem, being very heavy and with not a lot of room while lying on your back, it took some time and ingenuity. New clutch plate and refit the cover plate and gearbox, fit the sump, radiator and grill, refill with coolant.

Everything back together, degrease the engine and get ready to go for a run, everything done and only 16 hours all up (over 3 days), except the clutch did not work, but that's another story.

I don't know whether it's because I am stubborn, lazy or just plain crazy, but I did it. Oil consumption on the trip to Oamaru was nil going down, and about a litre coming back. Some of that was thrown out the oil filler cap as the seal decided to fail after 30 years. It is still dripping, but not leaking anywhere near what it was. Would I do it again, NO not without a pit, and even then I would have to think twice. **Bernie Wood (TD, 2 x TF, BGT, TF120).**

Ed's Note: Bernie originally wrote this for the Auckland MGCC magazine.

WHAT IF ?

I have been an MG enthusiast for almost sixty years when at the age of twelve I spotted a J2 in our neighbourhood of Bradford-on-Avon in Wiltshire, and it was love at first sight. From that time on I was determined one day I would become an MG owner too.

With my family we moved to New Zealand in 1950 and in 1954 at the age of 18years, I purchased my first, an ivory TC with red upholstery. Of course I would have given almost anything to own a new TD, but they were very scarce here at the time. Like most sports cars the TC had been driven hard by its previous two owners, but I lived for my car despite having to spend the next two and a half years having to pay it off.

Late in 1955 I met the owner of a new TF 1250, who generously let me try it out so the next step as an MG owner was to have one of these. As soon as an affordable car came on the market I became the proud owner of a TF 1500. The TFs came to Australia and New Zealand in larger numbers than previously as they did not sell well in America.

Time moved on, the TF was sold for marriage and family, but the desire to own a TD remained. In 1977 I searched high and low for one in this country but to no avail. Then another TF1500, un-restored for $5000, became available locally. I decided to buy, spent my money, and just one week later a TD was offered for sale in Auckland over four hundred miles north. I wasn't going to let this chance go by if I could help it so we arranged bridging finance, flew to Auckland and found our way to the Sports Car Dealers as fast as our legs could carry us. The 1951 TD was fully restored and ready for the drive to its new home. For the next week I was the proud owner of two T-types sitting side by side in my garage. Fortunately, I was able to sell the TF very quickly for the $5000 that I had paid out for it.

We owned that TD for twenty four years, driving it in club events locally and in Pre-56 MG rallies that were held in various parts of the country. In all of that time I hardly had to touch the motor.

In my working life I owned a motor radiator business here in Masterton and met some very interesting people over many years. On one particular day in 1995 the TD was parked at my workshop when I noticed a customer looking over it. In a Scottish accent he told me "I fell in love with the first TD I saw and bought one new back in the UK in 1953, one of the last. They are still lovely looking things aren't they? Pity about the wee motor! 1250cc is nowhere near enough." I had to agree. He went on to tell me of modifications he had done to increase the performance and to turn it into a real sports car. I was all ears, but at the time we had to discuss the work he needed me to do on his radiator. A few days later he returned to pick up same and handed over notes he had written for me as I appeared to be very interested in the re-powering of his MG.

He was a fully trained engineer in charge at a crane and forklift manufacturing

plant somewhere in the Midlands. The motors they used there were Austin A70s 16hp bought new from Longbridge. He had been saving hard to buy a new MG TD, and finally in 1953 had enough to purchase the last car of this model his local agent had.

After enjoying his new TD for some months he came to the conclusion this car was under powered, and needed a bigger engine. He was tired of being overtaken by run of the mill cars such as Ford Consuls and Zephyrs, so once his warranty had expired, he decided to approach his boss in the hope he would sell him an Austin A70 motor to replace the Nuffield's 1250cc. He had been fitting these Austin motors for some time in the course of his job and the feedback on the performance of them was very positive - as were the reports in motor magazines of the A70 cars themselves. These cars and pickups were very popular here in New Zealand and were well known for their reliability and speed.

His boss was very agreeable to a sale and would let him have it at cost price, which was a big incentive for Scotty to go ahead with the project. Once the new motor arrived, Scotty started in earnest. The first job was to remove the bonnet and radiator, then the motor and gearbox. At first he intended to use the Austin gearbox, but found it too big in the bell housing (clutch cover) and by using the MG box he could retain the pedal box in the TD chassis.

As the A70 motor was bigger at the gearbox mounting face on the back of the block, somewhat bigger than the MG bell housing, an adaptor plate had to be made to marry up the MG clutch housing to the Austin motor. To a qualified engineer this was no trouble to do. The next part was the trickiest job of all. The TD clutch plate was too small for the A70 flywheel as the lining contact was only about fifty per cent. This caused a lot of head scratching. Somebody suggested a clutch specialist in Birmingham who stocked all manner of clutch parts. What was required was a clutch plate to fit the MG gearbox shaft and the outside diameter of the A70 clutch plate. In due course this was found, but Scotty couldn't remember what the plate was originally for. The next stumbling block was the gearbox shaft nose that fits into the centre flywheel bearing. This was found to be too small and the solution was to make up a sleeve to fit the nose of the gearbox shaft to the right diameter This was sent away to be hardened and once fitted gave no trouble whatsoever.

The Austin sump was found to be too deep so it was reduced in depth for the extra clearance. The front and rear engine mounts had to be modified to suit. Also, the ramp part of the floor was opened out to make more room for the back of the motor. This was a minor job compared to the clutch work. At the same time, the battery was removed from the shelf and fitted under the floor in a new carrier where the MG silencer originally was. The A70 exhaust and carburettor were on the opposite side (the near side) now.

The air cleaner was now fastened up onto the old battery shelf on the scuttle as there was no room under the bonnet. The carburettor was almost touching the bonnet and this needed a special fitting to be made to take a hose back to the

air cleaner. With alterations to the throttle linkage and other controls, such as the radiator inlet and outlet needed swapping from side to side, and now with different sized hoses. There was no room for the A70 fan blades as they wouldn't fit under the top tank of the radiator. So these were left off at first. Later, when the car was on the road a special hub for the fan was made up and bolted to the front of the block so that the blades now cleared the top tank. After a few more small jobs the motor was now ready to fit in the chassis.

Scotty could hardly wait to fit the bonnet. He was so keen to take the car out for its first road test, after all an extra 5hp should make itself felt. It was soon found that bottom gear was only required for hill starts, so immediately he realised there was no need for twin carburettors as the increase in power was such that high revs were no longer required. He returned to the workshop and fitted the bonnet and walked around the car. It looked completely standard as the exhaust tail pipe was still on the right hand side of the car. The front bumper was a little lower than it should have been because of the heavier motor. After taking it for a long drive down the M1 he soon realised the brakes were no longer good enough, and after talking to the boys at the local MG agents, he fitted Morris 21/Wolseley 6/80 front brake assemblies. He then found this modification improved the braking sufficiently to make it safer. Also he found the temperature gauge was inclined to climb on hills. This new problem was overcome by fitting a small tank under the bonnet to take a new radiator cap neck so the system could be pressurised by removing the overflow pipe from the radiator. So of course this was now on the wee header tank mounted on the side of the radiator. This idea came of course from the new TF 1250 as this car was fitted with a pressurised cooling system. The overheating problem was caused by the radiator being smaller than the A70's. At this stage he pointed out that the motor never felt as if it was working hard and this is how he got away with just pressuring the TD radiator at 7lbs. Never again was he bothered by being blown off by Consuls, Zephyrs and other commoners so the tables were turned.

Later Scotty made friends with an owner of a Triumph TR2 that was fitted with an overdrive. He found he could stay with him on all but the longest of straight stretches, but soon caught up on the bends. Scotty was not interested in racing, hill climbs or any other type of competition. He was attracted to the car (like me) purely because of its appearance, but the performance didn't match the looks. In his mind something had to be done to turn it into a fast touring car. No speeding cameras then.

The owner of the aforementioned TR2 suggested he put his TD in a forthcoming local car club sprint to see what she would do. It was clocked at just over ninety miles an hour bearing in mind this motor was produced for a family saloon and had had no tuning whatsoever and with its stock standard Zenith carburettor.

At about this time the front coil springs were replaced with slightly stronger ones which returned the car to its correct height, and a pair of extra shock

absorbers were fitted at the same time. The local MG agent was so impressed with the performance of Scotty's car he suggested he should write to Abingdon. Scotty did this and some weeks later he received back a short, sharp reply as it came from BMC Oxford. He couldn't recall the name of the letter writer, but knew it was not John Thornley. It read 'They did not condone this sort of thing and besides this Austin engine was now obsolete and the production of the TD was now finished. Scotty said to me he thought this was funny. This was wrong as the firm he worked for was still buying the motor from Birmingham as late as 1962 when he left to emigrate to New Zealand. He went on to say the last thing he did to his MG was to fit a higher ratio diff. (a new crown wheel and pinion) - these were optional MG parts made available at the time This returned the fuel consumption back to almost 30mpg as the engine was loafing most of the time, (under stressed). Of course, he had to get his speedo re calibrated and he used the TD dynamo with its rev counter drive.

The car gave very little trouble over the ensuing years. After sixty thousand miles the motor received new rings and valves. This was just before he sold it in 1962 the year he emigrated to NZ. The cost of shipping the car to this country was sadly too high. Finally he commented he thought he had proved his point as the engine had not become stressed at any time and motoring in his TD was that much more enjoyable.

ENGINE COMPARISONS

	Austin A70 1948-54	**MG TD 1950-53**
Cubic capacity	2199cc	1250cc
Brake Horsepower	68 at 3800 rpm	54 at 5200 rpm
Weight	2800 lbs	2016 lbs
Top Speed	82 mph	77 mph
Fuel average mpg	25/27	29/32

The A70 was a four door, five to six seater saloon.

With five extra horsepower and a little tuning the TD/TF would have been a one hundred mph car. You may think this would have not been safe. Well remember the K3 of twenty years before. I am sure the TD chassis would have been just as safe as the K3's. In 1952 Morgan had the right idea with its Vanguard powered 2088cc Plus 4 and that car was good for 110mph. Then later they fitted the TR2 motor with more power again.

I am convinced that Scotty was on the right track. It reminded me of a time back in the sixties of an MG TF in Australia being fitted with a Holden six cylinder engine of well over 2000cc So come on you Aussies. Let's have a story on this one.

It wasn't until the MGB was introduced that BMC finally brought out an MG sports car with a much improved power to weight ratio. I know this because I owned one. Abingdon did well with what was made available to them under BMC, but how much better MG could have been if Scotty was working there!!

How good a TD/TF 2000cc would have been! The sales would have doubled at least. Also what about an MGA 2200cc, and a ZB 2200cc? It could have been done.

I have a theory as to why BMC did little to improve the performance of the TD/TF. Len Lord the big chief at the time did not want any in house competition for his beloved Austin Healey 100. This car's engine was basically the A90 which had been developed from the A70. Scotty's final words were 'The wrong bloke in the top job as far as Abingdon was concerned".

I sold my TD *(pictured below at a concours event)* in 2001 when I had finally finished a full restoration of my VA Tourer "KIMBER". I did not have the room or the need for both cars.

Terry Beresford
j.beresford(at)clear.net.nz

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 Bishop Cam Steering Box

At the 'T' Register Rebuild Seminar earlier this year, Eric Worpe gave an excellent presentation on the BC 'box. We really ought to share this with those who were not able to attend and the following pages have been typed up from the flip charts which Eric used. It goes without saying that the notes minus the presenter are nowhere near as good as the notes with the presenter, but nevertheless, publication might well prompt some questions which can be answered in a later Issue of TTT. So here goes……

"The much maligned Bishop Cam steering box"

Mechanics of TB/TC 'pick and mix'.

Lucky – engine and gearbox

Unlucky – back-axle and steering box

'The Brown Book' (the TC Instruction Manual) puts on a 'brave face' (or is 'a best gloss?')

"The whole mechanism is contained in an oil-tight casing"

"In time a small amount of wear (as shown by lost motion) may possibly become apparent, but the whole of this can be removed and the gear restored to its original…"

PERFECTION by removal of shims

End of lecture?

Ed's Note: As you will gather, these were Eric's introductory remarks, where he highlighted the strong engineering attributes of the TB/TC (the engine and gearbox) and the lesser qualities of the models (rear axle and steering box). Focusing on the subject matter of the presentation he points out that according to 'The Brown Book' 'lost motion' can be easily restored by adjustment and if this were true in every case, there would be no need to continue with the presentation – but experience has proved different…….

Operation

Inside the box a cam or worm wheel is splined on to the steering wheel shaft. The cam block is carried by two thrust type ball bearings *(see Figure 1 on next page).*

A hardened tapered peg engages in the cam's groove. The peg is carried by the sector arm attached to the sector shaft running directly in the malleable iron casting of the box *(see Figure 2 on next page).*

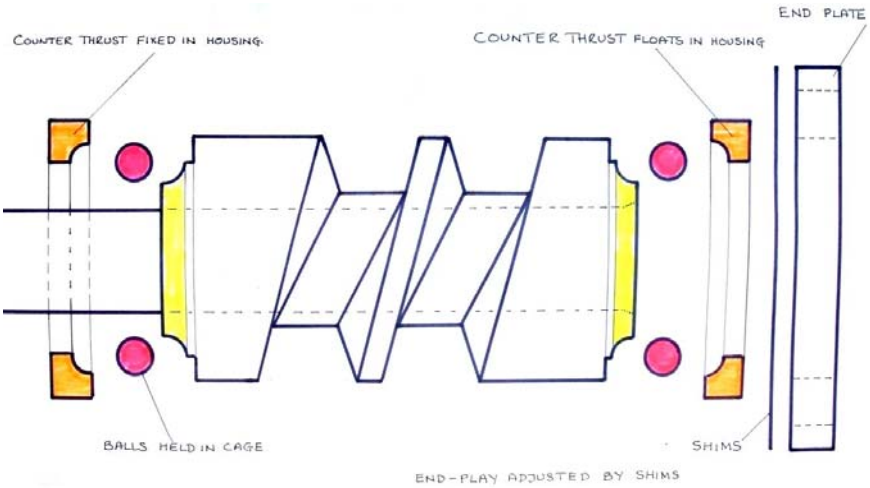

Figure 1

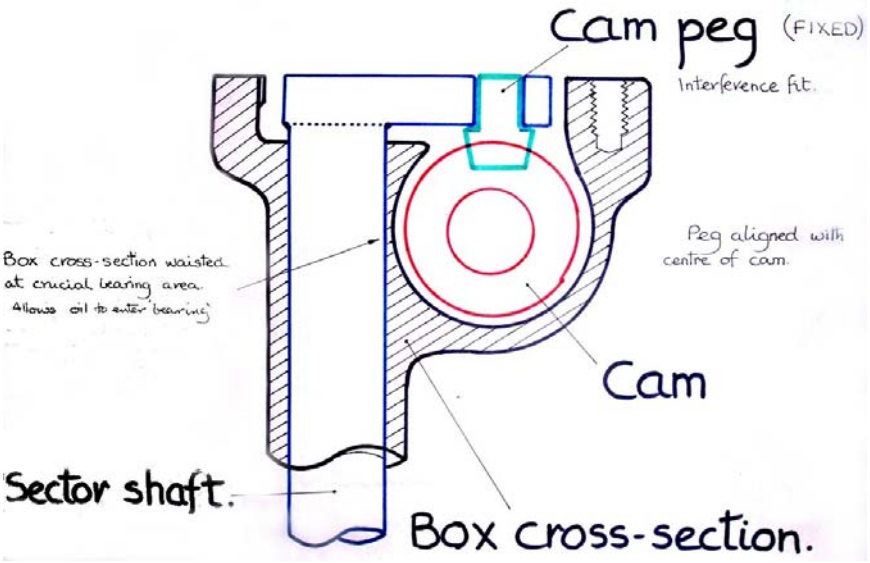

Figure 2

Cam Groove and Peg Mesh

The peg moves in an arc about the centre of the sector shaft. At the 'straight ahead' position, the peg is in line with the centre of the cam. However, as the peg is moved along the groove in the cam, it deviates from the centre of the cam and consequently disengages its mesh with the groove *(see Figure 3 on next page).*

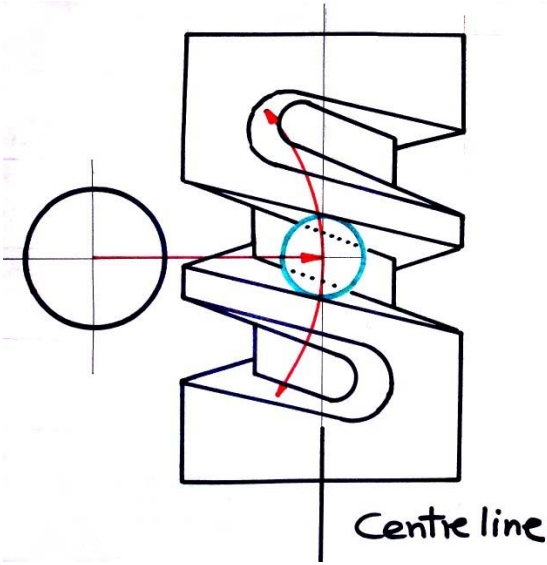

Figure 3

Thus the peg is tapered to allow its initial mesh with the cam to be adjusted for minimum free play in the “straight ahead” position. As the groove wears in the centre region, the peg can be adjusted to eliminate any free play whilst avoiding the chances of binding either side of the central area, due to the reduced mesh between the peg and the cam (away from the centre). *(See Figure 4 below)*

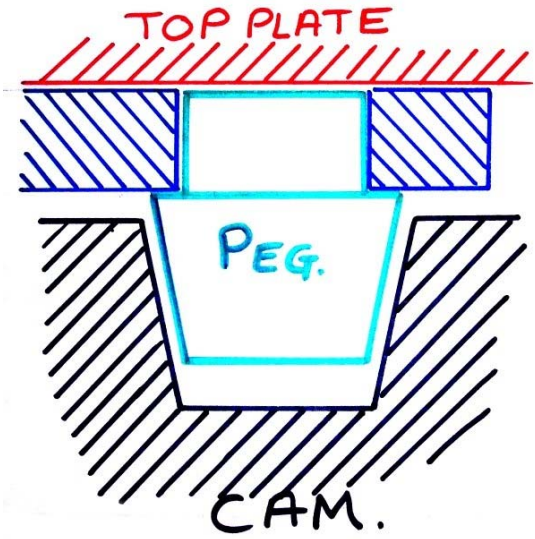

Figure 4

The mesh between the peg and cam is adjusted by re-positioning the top thrust plate.

The top face of the sector arm is thrust against the lower surface of the top plate by the peg as it tries to climb out of mesh with the groove, an inevitable consequence of the peg’s taper.

Adjustment of the shims between the top plate and the body sets up the peg’s mesh with the cam.

The drag link should be disconnected and the shims adjusted to give a slight tightness in the 'straight ahead' position. The drag link may need adjusting so that the box's tight spot coincides with the 'straight ahead position of the wheels. Sometimes, re-positioning the Pitman Arm on the sector shaft splines may be needed to obtain the correct alignment.

N.B. Check thread engagement of drag link in drag ends.

Pitman arm = Drop arm

"LOST MOTION" (play)

If after adjusting both sets of shims, excessive play still exists, then look at:

Track rod ends; adjustment
Drag link ends; adjust and check
King pin bushes
Loose bolts, box to bracket to chassis (try M10 X 100 socket cap – cut off excess)
Soft/worn rubbers - spring shackles
Cracked Pitman arm
Loose ball pins in sockets
Worn wheel bearings
Worn sector shaft bearing

SECTOR SHAFT

Original was drop forged alloy steel.

Highly stressed, needs to be tough to resist fatigue. Thus not hard enough for good bearing face.

Cast iron box ⇨ malleable iron

Bearing qualities of cast iron due to free graphite reduced, combined with soft sector shaft – less than ideal bearing.

Poor oil seal, poor oil feed to long bearing, viscous oil, oil level not visible, high radial stresses, 'overhung' layout.

RESTORATION

Improve oil seal, counter-bore box 1.125" dia x 0.25" deep for NBR 11207525A seal to DIN 3760R21.

1. Hard chrome old sector shaft?
2. New sector shafts machined from solid EN24T

2A. 20 'thou oversize shaft, ream out old box to non standard size (0.770")

2B Standard shaft, bore out box and fit wrap bushes. Standard reamer (0.75") Leaded bronze bearing is ideal for softish steel shaft.

Boring out box from ¾" to 7/8" to take wrap bushes leaves top bush's housing weakened, so steel support of wrap bush helpful. Will need some machining for cam clearance.

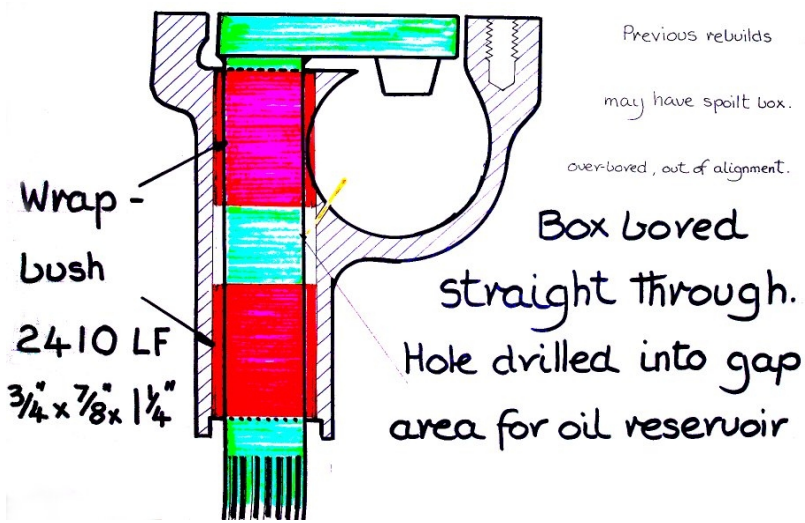

Figure 5

CAM and PEG

Look for 'spalding' of the case hardened surface of the cam. Lack of shamfer on edge of groove, (early versions).

Peg bears brunt of wear.

Replacement? Tight spots either side of centre of cam (Bowed top plate?)

Damage to groove edge.

Rotation of peg or replacement?

Peg and groove wear to match each other, so should not be disturbed if surfaces look polished. No adjustment left?

Cam and peg replaced together.

REMOVAL OF CAM FROM STEERING SHAFT

Oxy-gas torch. Red heat.

Shaft is splined on to cam and its end flared out.

Peg must be press-fit into sector arm.

Column sleeve bearing replaced by self-lubricating plastic.
(See Figure 6 on opposite page).

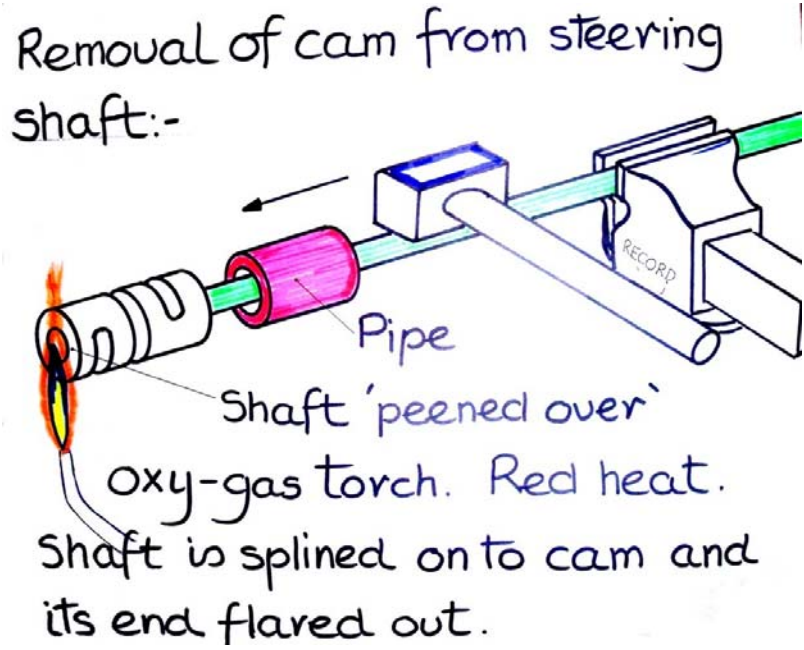

Figure 6

TOP PLATE

Slightly hardened, usually scored due to sector arm.

Taper on peg and cam grooves forces sector arm against plate.

Surface grind or add phosphor-bronze plate. Chamfer sector arm.

Evidence that Tomkin's mod puts strain on the sector arm; some failures.

Lubrication EP140.

Oil pot enables level to be checked. Top plate sometimes bowed (may cause more free play either side of centre after replacement)

According to The New England MGT Register, the Nuffield Organisation admitted that "the steering box was a bad choice". However, the basic cause of poor steering lies in the whole front suspension. The cars when new, did not steer all that badly.

Check chassis alignment.

Front axle lettering faces rear.

Check rear axle location.

Check 'toe-in', tyre pressures.

"MGs are not automobiles, they are rolling museums of mechanical history" (Carl Cederstrand)

STEERING BOX EXAMPLE

1. Top flange cleaned and ‘dressed’.
2. Bolted to plate, clamped to ‘table’.
3. Counter bore end for oil seal.
4. Drilled and reamed straight – through to 7/8” (pick up centre)
5. Wrapped bushes ¾” x 7/8” x 1 ¼” type 2410 pressed in and then reamed out to 0.750”. Clear worm.
6. Sector shaft smoothed with 1000 grit ‘wet and dry’ – use lathe plus oil.
7. Achieve ‘snug’ fit, then buff to shine.
8. Drill oil hole into gap between bushes.
9. Shamfer sector arm edges (top)

HEAVY STEERING

Enrol body building course, or VW box.

Early TCs had total castor angle of 8˚. 3˚ tilt on axle beam plus 5˚ tilt on axle relative to chassis via spring geometry.

8˚ castor gave heavy steering but good directional stability. Tapered wedges fitted between axle beam/front springs – reduced castor to 5.5˚ total.

Castor produces servo effect in steering which tends to keep front wheels travelling in straight line.

Front springs sag, reduce castor angle, encourage nomadic life style of car.

APPROXIMATE REBUILD COSTS £ (Excluding VAT)

Sector shaft	100
Peg	12
Cam worm	100
Drop arm	100
Column bush	4
Bearing cap x 2	30
Bronze bushes x2	13
Oil seal	6
Top plate	15
TOTAL	**380**

Labour time approximately one day

Moss charge £550 for reconditioning your old ‘box.

ALTERNATIVES

Sherrel says:- 3 laws of modification

1. Mods. should only be made in the interests of safety, performance or reliability.
2. Non-original component can be used, provided that original components do not need to be modified.
3. The modification should look like an original part

   3 (above) suggests that modifications must be reversible.

Classic feel, original	**Safety, modified**
Headlamps – poor visibility	Modern 7" units
Hand signals	Direction indicators
Rear lights – poor visibility	Add lights higher level
Rear axle oil leaks	Mod. axle nuts
High brake pressure	Soft bonded linings + finned drums
Mechanical brake switch	Hydraulic brake switch
Mineral brake fluid	Silicon brake fluid
'Naff' windscreen wipers	'Rain-X'
Sun dazzle	Baseball cap
Heavy direct steering	VW 'box

Ed's note: Eric concluded his presentation by describing what the features of an ideal steering box would be. Interestingly, the VW Beetle 'box ticked all the right boxes (excuse the pun!). The Marles Weller 'box, which was fitted to the pre-war J-Types and around the first thousand P-Types also received favourable comment from him.

I was not at the presentation, so I'm interpreting what Eric might have said about the use of the Marles Weller 'box for T-Types. I think that he would have surmised that it would have been the choice of the design engineers of the time, but with an increasing focus on costs from the 'bean counters' they were probably not allowed to specify this 'box.

Front Cover Photograph - TF6029

The Editor is most grateful to James Sutton for sending the photo of his TF for the front cover 'shot'. James did not have the best of luck with his car following its purchase in March 2006. He recounts his experience in the following letter to the Editor:

"In March, 2006 I bought a 1954 MG TF (1250) and right from the start I had running difficulties with the engine misfiring and loss of power. I changed the coil, leads, distributor cap and rotor arm; the carburettors were cleaned and reset – but still no change. I then contacted Barrie Jones to see if he could shed any light on the problem. He firstly suggested long reach plugs or to fit two fuel pumps, as was done on some later TFs. I tried the longer reach plugs (NGK BP6ES) and for a short while it seemed to do the trick, but then oiled up. In an article in the 'T' Register magazine (Issue 18, page 10) I seemed to have all the same symptoms with loss of power and misfire. I thought this must be the answer, but alas, mine was already fitted with the steel needles in the carburettors.

I never did get around to fitting the two fuel pumps as in October last year, on its last run of the season, the crankshaft broke - I guess it must have been the stress built up over a long period of misfiring.

The engine was stripped down and completely rebuilt. By March this year everything was back together again and I was looking forward to taking it out after such a long period of time, only to find that it was not running as it should. With that I then took it to a tuning specialist with a rolling road. Four hours later he was still baffled. The carburettors were both stripped down and reset, the plugs, leads, distributor cap, rotor arm and coil were all checked and the timing set. Eventually he found the problem – the car had been fitted with an electronic ignition system (Crane Fireball XR700). Inside the distributor was a bracket, which had been fitted incorrectly, such that when the rotor arm passed it, a spark would jump across to it and not going to cylinders 3 and 4. The bracket was fitted correctly and the timing reset and the car went as sweet as a bird. What a relief after all this time and expense that it could be something so simple! I have done over 2,000 miles this year and the car is still running perfectly. What a joy it is to drive!"

Ed's Note: In my experience, you soon forget the bad times with the car (although at the time it sends you 'around the bend') and there is nothing like enjoying your MG, as James obviously is, with the gremlins sorted out and the motor running sweetly.

QUESTIONS TO AND ANSWERS FROM THE TD/TF TECHNICAL SPECIALIST

Barrie Jones, the Register TD/TF Technical Specialist kindly keeps me informed of requests for technical advice received by him and the answers he supplies. It's about time I published some of these since I see that the last lot were included in the May TTT.

Question on Tyre pressures for radial tyres on a TD *What are the recommended tyre pressures based on your experience?*

Answer I find it handles nicely with 24psi all round.
With a full luggage rack I sometimes fine tune to 24 front and 26 rear.
After a few thousand miles, you should check your tyres for wear:

- If they are wearing more in the centre of the tread, the pressure is too high.
- If they are wearing at both edges, the pressure is too low.
- If you can feel any feathering at the edges of the tread pattern, then the tracking is out.
- Wear on the inside edges of the tyre is usually caused by speed humps. Better to go over them than to straddle them.

Question on welding a petrol tank and changing a clutch on a TD *I own a 1950/51 TD and have some technical questions that I trust you might be able to answer.*

When I put petrol into the fuel tank, some fuel leaks through the seal between the petrol cap assembly and the fuel tank. Upon checking, it appears the petrol cap assembly is loose and I wondered whether that should be the case. The fuel leaks down the outside of the fuel tank and I have to continually clean it off before it permanently affects the paintwork. Should it should be sealed, do you know or suggest how I could undertake this task or is it a job for a welder or a more technical repair person?

Also, there is no adjustment left on my clutch cable so it appears that it needs to be replaced. I have sourced a new cable from a parts supply person interstate. Is this a major task to remove and could I undertake it even though I am not a mechanic by trade. Any advice you can offer would be appreciated.

Answer Do you have the circular cork seal which sits inside the filler neck? If not, this will be the cause of your leak.

Never fill to the brim. I always keep at least 3 inches of air in the tank.

DO NOT ATTEMPT TO WELD A PETROL TANK.
No matter how many times you clean it, even if filled with water, there is always the risk of an explosion.

Why do you need a new clutch cable? Sounds to me like you need a new clutch plate.

Changing a clutch is an easy DIY task, especially if you have done it before! You will need a 5/16 Whitworth spanner and a length of dowel. A 5/16 Whitworth socket would also be useful but not essential.

In your situation I would remove the gearbox from inside the car, rather than remove the engine. Support the sump with a jack and a plank of wood to spread the load. Remove seats, carpets, tunnel cover, front propshaft bolts, bell-housing bolts (careful, they are a fine thread and can easily strip in the alloy sump). Rear gearbox tether bolt. Gearbox cross-member. Should slide out revealing the clutch. Use a dowel with masking tape around it to centralise the new clutch plate. Put it all back together, adjust the release cable, and have a beer to celebrate.

Ed's Note: The next question was sent to Malcolm Taylor (compiler of "Technical Torque" for the Octagon 'Bulletin'). It was copied to Barrie Jones.

Question about oils *There has been much correspondence recently on the subject of suitable oils for earlier MG engines (and in my case, the famous XPAG in the T-Types). Various correspondents seemed to be finding some difficulty in sourcing some of the suitable oils, other than the major "Classic" (and relatively expensive!) brands such as Miller, Penrite etc., which are available via the major "after -market" classic/restoration suppliers.*

Back in the days of my youth (and my previous experiences with MG T-Series; Austin 7's; Morris Minors etc., etc.,) I was a great fan of Duckham's Q 20/50 (lovely green stuff; got to be good medicine for engines!). I have been using this again in my TD for the past couple of years, with, in my view, satisfactory results. It seems, though, that it is not always easy to obtain Duckham's Q 20/50 Classic Mineral oil (as it is now known). So if anyone is interested, I can recommend at least one Motor Accessories retailer in my part of N.W Surrey (KT 15/16), who stocks both 1 ltr and 5 ltr containers at very reasonable prices. Will pass on details if required.

I've copied Barrie in on this, since there was also much discussion on oils at the "T-Rebuild" seminar back in March. Also, I'd like to seek his opinion on the current quality/formulation of Duckhams Q 20/50; is it much the same as it was 40 years ago? Or has it, too, been "zinc reduced" or

whatever. Not necessarily for publication, but I would remind Barrie that about 18 months ago, in answer to a query from me about oils/oil changing/ pump priming etc., he volunteered the view that, as long as you changed the oil frequently (about every 2/3000 mils), or at least once a year on low mileage use, then it didn't really matter what oil was used (provided it's non- synthetic), and there were plenty of lesser known brands of "20/50" Classic Car oils around that were suitable for our MGs. Barrie, is that still a valid position?

Answer I am not a chemist or an oil expert, but here is my personal opinion:

Modern oils are made for cars with catalysts. All engines burn small amounts of oil, so if the oil contains any heavy metals, they will eventually reach the exhaust system.

Lead was banned from petrol for that very reason, and not for environmental reasons.

Zinc is another heavy metal. It poisons catalysts, so the zinc content in oil has been reduced to less than 10 percent compared with 20 years ago in order to prevent premature damage to the catalyst.

Only oils intended for petrol cars with catalysts have reduced zinc, so, you have a choice.

Either you use a classic 20W/50 such as Duckhams, which is too thick for modern engines, so demand is low, so the price is getting higher.

Or you use an oil intended for diesel engines. The only problem I can see with this option is the high detergent content. Your engine will be cleaned internally, which could make a worn engine burn oil, and the dreaded rear main leak could be made worse.

By the way, low zinc content is not just an XPAG problem, it applies equally to BMC `A' and `B' series engines.

As regards oil changes, most classic cars do not do significant mileages, so it is tempting to save money by changing the oil every 2 or 3 years. This is false economy. Used oil contains acids which damage engine internals. The book says change every 3,000 miles or every 6 months, whichever comes sooner. Hence my recommendations on oil change frequency.

As regards synthetic oils, I have never found a synthetic oil of 20 weight or more. They are all 10W/40 or 5W/30 or even 0W/30. Quite simply, these are much too thin for an XPAG, so I avoid them.

Question about Brake fluid *Having some difficulty locating Lockheed Genuine Brake Fluid for my TF. Have just replaced the rear wheel cylinders and need to bleed the system, etc. Can you tell me please, is Lockheed still*

available and, if so, from whom? Understand Castrol may make a fluid that meets the spec but is it compatible with Lockheed already in the system? Or should I drain the complete system and start again?

Would appreciate any advice you can offer.

Answer All leading brands of brake fluid are completely mixable. I use TRW Castrol Girling, but I am quite happy to top up with any reliable brand, including Esso and Texaco.

What you need to look for is the specification DOT3. This is the best specification for drum brakes.

Disk brakes run hotter, so they need DOT4. DOT4 has a higher boiling point, but it is slightly more compressible than DOT3.

You can add DOT4 to DOT3, but it may give a slightly spongy feel to the pedal.

Silicone fluid is DOT5 (or 5.1 or 5.2). This is totally incompatible with DOT3 and DOT4.

As regards draining the system, DOT3 and DOT4 are hygroscopic fluids. This means that they attract and retain water from the air. You should drain and refill every 3 years.

Question about suspension bushes *I've read in TTT that you will have Polyurethane bushes available again by end of July (now). I would like to order a complete set for my TC. The standard ones are falling to pieces after only three years (10,000mls). I'm sure they will last longer and improve road handling as well.*

From TD/TF Technical Specialist to Editor

I keep getting messages like the one above. It seems that modern replacement rubber bushes just do not last very long.

What really worries me is that this seems to be happening with safety-critical components such as brake hoses.

You probably know that I also drive an MGBGT V8. Last year I had to replace the rear brake hose for the MoT. I just checked it again, and the new one has developed external cracks after less than a year. The rubber hose has the following markings: HENGWEI SAE J1401.

I suggest that we warn all our members to check their hoses regularly for any signs of external cracking.

Ed's Note: The above warning from Barrie was published in the T-Type Newsletter in September's "Safety Fast!" but it does no harm to repeat it here.

SHALL I OPEN THE TIN?

One bonus of having a fairly original TC with only a couple of owners is that one finds items which have long been discarded on other cars.

I have been doing quite a bit of work recently on "The Vicar's Car" – CUH 409 looks pretty sorry for herself with both axles out and all four wings removed. I was also feeling pretty sorry for myself when in "testing" the petrol tank for soundness with a screwdriver, the screwdriver went straight through at the bottom of the off side tank end! – well, that's another story!

Anyhow, to return to the point of this short article, I found this tin, containing the bleeder tube, which came with the car from new, when I was emptying the tool box. The tin has never been opened and still has the linen sealing tape all around the outside edge. There are probably other examples around but is this the only one which hasn't been opened? **THE EDITOR**

TA/B/C Kingpins and Bushes – an update

The July TTT (page 8) mentioned that another 20 king pin sets had been ordered and (at the time of writing) three were spoken for, leaving seventeen sets available. Time moves on and all seventeen have now been sold with two on the waiting list. A further 20 sets will shortly be ordered and this will probably be the last batch, as this will have been 70 sets made in total. Unfortunately, there are no wrapped (steel backed) bushes, which go to make up the sets, left in stock, so another 300 have been ordered. Due to the 'lead time' for the manufacture of the wrapped bushes, the king pin sets are not expected to be available until December. The price for the king pin sets (including the wrapped bushes, thrust washers with eccentric grooves and cotter pins) will be held at £65 (plus £4.85 for postage and insurance within the UK).

The wrapped king pin bushes (steel backed bushes as originally used when the cars were new, and as far as I know, unobtainable elsewhere) are £26 for a set of four plus £1.50 for postage (UK). Please note however that these bushes are unlikely to be available until December.

We have also acquired another 50 wrapped bushes for the Bishop Cam 'box. These are 1¼" in length compared with the 1" king pin bushes and two are required. The cost is £6.50 per bush (£13 per set) and UK postage cost is £1.50. Cheques should be made payable to me (John James) and sent to 85 Bath Road, Keynsham, BRISTOL BS31 1SR. Mainland Europe and Rest of World postage is £2.00 and if paying by PayPal, please add £1 surcharge. Please e-mail me jj(at)octagon.fsbusiness.co.uk for details of where to send PayPal funds. Please note that these bushes are available now. Also available now are oil seals (mentioned on page 25) at £3.50 plus £0.75 postage.

Please note that this is not the Register dealing in spares but all profit goes to it.

Items For Sale

TA/B/C Master cylinder and wheel cylinder repair kits – these literally 'flew out' after being advertised in the July TTT. Unfortunately I had to disappoint some people, so I have obtained a few more. Priority will be given to those I had to disappoint. Prices are as in July's TTT.

TD/TF Front/Rear brake hoses are still available at £5.50 each.

Still some 'odds and ends' left – please enquire of the Editor (contact details on page 36).

The target donation to the Register is £500 and this should be achieved if most of the 'odds and ends' (mainly TD/TF repair kits) and the TD/TF front/rear brake hoses are sold.

TA Starter motor, £95; one front and one rear leaf spring for TA (front spring has shock absorber bracket attached) £15 each. GHaughty(at)aol.com 0161 338 2273 (Stalybridge, Cheshire).

Oil gallery brass plug for TF block (12mm x 1.5mm pitch). Only a couple for sale at £5 including postage. Please contact John Cleaves on 01494 712466.

Before I take them to the recycling centre is anybody interested in the following?

Safety Fast! **1959** - April to December; **1965** - April; **1966** - April to December; **1967** - Complete;**1968** - January to November; **1971** - November and December; **1972** - Complete; **1973** - Complete; **1974** - Complete; **1975** - January to October; **1979** - June plus August to November; **1980** - January to June and August to December; **1981** - Complete; **1982** - Complete; **1983** - February to December; **1984** - January to November; **1985** - July to December; **1989** - Complete; **1990** - Complete
roger.jackson(at)metronet.co.uk 01789 762540

Wanted.

Does anyone want to sell me a complete 5 speed gearbox conversion kit for a TD, which is now surplus to their requirements? Please contact Tim Hunt 07976 639069

Car For Sale

TC1598 is for sale. Registration number MG 7069. This car has been owned by us since 1954 and needs work, but it's all there and you don't get many in as original condition as this one. £9,000 o.n.o. Telephone Lindsey 01628 485688 (evenings) or 01628 474443 (day).

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