TREGISTER

Totally T-Type

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"Primrose" - Mick Pay's TA

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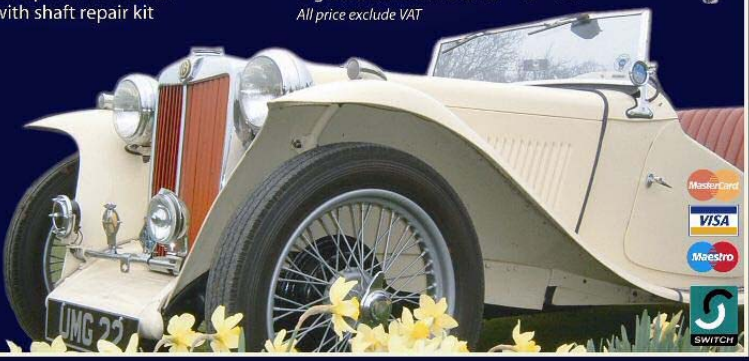

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THE EDITOR

Welcome to Issue 25 and it is good to have the "quarter century" under one's belt. A 'Happy New Year' to readers everywhere and long may we, as a progressive Register within the MG Car Club, continue to further the cause of the 'T' Series MG Sports Car.

I thank those of you who have renewed your subscription for 2008 – as a rough guide I have less than 100 still outstanding – and my thanks also to those who sent cards and/or included some very nice comments about TTT.

It looks as though we will be going ahead with the paper copy index of Issues 1 to 25 as there was clearly a high demand for this. There was also support for a CD version and also CDs of the XPAG and TD/TF Gearbox rebuilds, which are currently available as videos .Further information to follow in the March TTT.

It seems that there is also a demand out there for a CD of the TA and TC Gearbox strip down and rebuild and I shall be raising this at our forthcoming Committee meeting.

Another matter to be raised is that of rolling road tests. I have been progressing this with Dave Heath and TA owner Martin Moore, who is willing to have his car tuned by Sigma Engineering in Gillingham, Dorset. There is also a very good rolling road specialist by the name of Aldon Automotive in the Midlands. This company has experience of tuning XPAGs on their rolling road.

We are going to have a Register Stand at the MG Spares Day at Stoneleigh on 24th February. This will be situated in Hall No. 1 opposite Barry Walker's Stand. Members will have an opportunity to sell any spares they might have through the stand. All we ask is that the spares are presented in clean condition, suitably labelled and priced and accompanied by a typed list of items and their respective prices. As we will not be in a position to haggle, members will need to leave a mobile number on which they can be contacted by prospective vendors. We need help to man the stand. If you can assist, please get in touch with me (contact details are on page 38) **JOHN JAMES**

T REGISTER NEWS (Compiled by John James)

EVENTS IN 2008

1. 'Rebuild' 2008

Applications are coming in at a steady rate and we are in front of where we were at this stage last year. There is no doubt that the attendance of Michael Sherrell, author of "TCs Forever!" is boosting numbers. Mike will be presenting one of the morning sessions and will be on hand in the afternoon for a Question and Answer session.

Whilst we do not have the final programme details, (we hope to firm these up shortly in order to publish them in the February "Safety Fast!") we can promise an interesting and informative day and the opportunity to rub shoulders with fellow 'T-Typers'.

The date is **Saturday, March 29**, and as always, the venue is St Neots Community College. The day begins with a bacon roll and coffee at 9.30am, with the first session beginning at 10.00am sharp. The price this year is £30 for MGCC members and £35 for non-members. This includes the usual hot lunch and all refreshments. Please apply soon to avoid missing out. Send your application to Peter Cole, 8 Aldbourne Drive, Bognor Regis, PO21 4NE. **Please make your cheque payable to "MGCC 'T' Register".**

As we did last year, we would like to encourage the 'next generation' T-Type owners, so if your son or daughter shows any inclination to acquire your T-Type when you are too old to drive it, they can attend 'Rebuild' for free. All we ask is that you pay for their lunch, which this year will be £10. These places will be limited to 20, so again, please apply early.

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

The Annual General Meeting of the Register will be held immediately after the closure of 'Rebuild'.

2. T-Types to the Ardennes As reported in January's "Safety Fast!" this trip, which was advertised in November's TTT, is fully booked. However,

there is some alternative accommodation available in the area of the chosen hotel (*Castel les Sorbiers)* so if you are interested, please contact Bill Silcock Tel: 01525 750468 or bill.silcock1@ntlworld.com Do however, be quick as we have to draw the line at 40 cars. The dates are **16 – 20 May.**

3. Silverstone 2008

The dates (still not confirmed at the time of writing) are **13/14/15 June.**

As usual, we will be looking for volunteers, both to assist with the Register Stand and help organise the 'T' Register car park and also to help Main Club in the organisation of the event. Further details to follow.

4. 'T' Party There has been a problem with booking last year's venue (Oaksey). There are two venues currently under consideration – Henstridge in South Somerset and Cerne Abbas in North Dorset. The date is **Sunday 6th July** and the event is being held in conjunction with the South West Centre's Auto & Aero Day. We should have further details for the March TTT.

5. The Autumn Weekend (Autumn Tour)

The 2008 Autumn Tour is being held over the weekend of 5th/6th/7th of September 2008. It is based on the Hotel Elizabeth Copdock, Ipswich, Suffolk. I understand that the routes have largely been 'fleshed out' and the arrangements are well in hand. I have always wanted to call in at Mike Fisher's Garage in Walberswick and as one of the routes goes this way, it looks as though this will be possible.

Mike is one of our advertisers and always has an interesting selection of cars, which he is either restoring, or servicing for customers.

The telephone number of the Tour hotel is 01473 209988 e-mail elizabeth.copdock(at)elizabethhotels.co.uk The Reservations Manager is Pauline Dable and our Event Booking Ref is: **BK 16308**. Pauline's e-mail is pauline.dable(at)elizabethhotels.co.uk The negotiated tariff will be advised in the March TTT – it will be in line with previous Autumn Tours.

You are invited to book now and advise the Organiser, Chris Tinker, that you have booked. Chris will send you an entry form (by post or by e-mail) and ask you for a cheque for £40 to cover the entry fee. The cheque should be made payable to "MGCC 'T' Register". Chris can be contacted on 07817 429243 or e-mail c.tinker(at)uwclub.net

6. The Practical Skills Workshop

The provisional date is Saturday 11th October. The venue will be the premises of Peter Edney Classic and Sports Car at Leaden Roding (near Stansted Airport) Essex.
We will firm up this date at the January Committee meeting and further details will be published as and when they become available.

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.

‘T’ Racing Report, 2007

The 2007 season was well supported with above average grid numbers, largely due to the recommendations of the MG Car Club Working Group on racing, chaired by Ron Gammons, which really has put a new face on Club Racing. Each of the meetings had at least one club Director present (and in particular David Saunders who also organised the presentations), and “Safety Fast!” has contained excellent racing reports and photographs.

The 2007 year began with a weekend at Arrow Mill, a lovely rural hotel near Stratford-Upon-Avon, where the ‘T’ racers meet annually for a drivers’ meeting and dinner. The main trophies presented were the ‘T’ Tray (John Bussey), the Koni (Steve Barlow), the Birmingham (Nick Ashman) and the Class C trophy (Dave Bishop). The Hanks Trophy, currently awarded to the driver who races in true spirit of ‘T’ racing and voted on at the drivers’ dinner, went to John Bussey.

The races which were agreed for our 2007 ‘T’ Register racing programme, showing a lovely variety of circuits, included Oulton, Silverstone, Cadwell and Snetterton. There was much more besides with several T-Types racing on the Continent during the season.

There was an early start for some, with three racers out on 31 March at Silverstone (Bussey, Bishop, Patchett). The first big meeting for us, however, was at Oulton Park on 19 May when 13 T-Types and a Special (Dave Clewley’s Parson MG) were out. Qualifying saw good results for Peter House and Tim Patchett, but in the end it was Steve Barlow’s day, winning from Peter House (pole position on the grid) and John Bussey.

The Silverstone International MGCC meeting was once again held in June this year, and the John Deere Invitation Race on the Saturday resulted in a very close finish with John Bussey just taking it from Peter Edney, and Alex Quattlebaum coming first of the Specials. Amongst those who did not finish was Steve Barlow whose engine blew up, putting him out for the rest of the season. However, in typical ‘T’ racing fashion, he was to race again on the Sunday as Tim Patchett lent him his TA! Dave Bishop did not finish either, describing his crash as ‘a highly embarrassing visit to the wall! How do you explain losing it on the straight on the green flag lap?’ Sunday brought rain, as many at Silverstone will remember, and our second race took place in appalling conditions, the start of the great flood season in Britain 2007. Six T-Types were out, including those of Jonathan and Charles Harmer and Alastair Naylor, and in the end it was John Bussey who took it from Nick Ashman in second and Steve Barlow in a very creditable third, considering he was driving Tim’s car!! Speeds were well down due to wet weather and poor visibility, but the fact that the race took place at all says a lot for those who decided to take part.

Our next meeting had another healthy grid of ten T-Types and two Specials, commendable, considering that two regulars whose cars were out of action after Silversone could not be there. Once again, John Bussey took first place, and once again, as at Silverstone, from Pete Edney and Nick Ashman, all very close at the top of the field, and beating all the MGAs taking part this time. Others there included Richard Green and Bob Allen.

Although the T-Types support the MGCC very loyally, there is one meeting they will never miss, and that is Bentley Drivers! As usual, this was held at Silverstone and proved a day of excellent racing, but with considerable drama. The T-Types raced with ACs and Morgans, coming out very well against both. Dave Clewley was well out ahead of the T-Types and came first among us with the Sprintex TB, and John Bussey came ahead of Nick Ashman in 2nd and 3rd places. Dave Bishop (with car repaired after MGCC Silverstone accident last month) also had a good finish. Andrew Cox spun at Woodcote with leaking coolant and a lot of steam; Richard Green lost his steering and went straight on at a hairpin; Charles Harmer broke his gearbox after several excellent laps. However, more dramatically, Chris Owen crashed his beautiful gold and blue TA near the start of the pits straight after a superb dice for most of the race with Nick Ashman. It is not until you actually see one of these T-Types spin and hit a wall (as I did), that you realise just how fast they are travelling. Such accidents are rare, but this time there was considerable damage; however, Chris climbed out relatively unscathed and is determined to be out again for 2008 - latest news on this is that the chassis is straightened and the body back on.

The final meeting for the season was at Snetterton, and we shall be returning there in 2008. This is a small, wonderfully tight circuit, and superb for the spectators who can get so close to the track! The first race (of two, both Peter Best Insurance Championships) was won by John Bussey, first in his class. Jonathan Harmer also had a good race, but Andrew Cox, very fast in the early stages, pulled out with overheating problems. Andrew has an amazing 'Heath Robinson' style gadgetry (I hope Andrew does not mind my description as I rather admire what he has put together) to circulate his coolant, but it has not been reliable enough for him, and we all hope he will manage to get it sorted out for 2008 – this is potentially a highly competitive car (and driver). The second Peter Best race saw a similar result with winner John Bussey, who was very fast in beating MGBs and very nearly an MGF (!), Cox second and J Harmer third in our class.

The final event of the day, and of the season, and perhaps a highlight for many and certainly for one or two, was the 4 hour relay – our team had six T Types, all still going at the end – and as described by Dave Bishop, one of the competitors, 'a great show by all'.

If anyone reading this is interested in joining the 'T' racing fraternity, please visit the Register Website which will explain more about finding and buying a T racer, and contacting the register.

Club dates for 2008 are 17 May – Oulton, Mid June – Silverstone, 7 September – Brands Hatch, 4/5 October – Snetterton. Please come along and support – you will be made most welcome!!

Christopher Tinker, T Register Competitions Secretary

Above (left) Andrew Cox loses his coolant and (right) the damage to Chris Owen's car.

Above (left) it's good to see the Monaco TB (light blue car) on the track. Above (right) MG Car Club Competitions Secretary, Steve Carr, presents Peter Edney with a trophy.

WORK IN PROGRESS ON THE BACK AXLE OF TC0750

Standing on one's head and looking underneath TC0750 was not a pretty sight (both me, standing on my head and the underside of the car!). I remember the Reverend John Green confiding in me when he sold me the car that "it's a bit rusty underneath". Fed up with being showered with bits of rust and the accumulated dust, dirt and grime of 60 years of use when working underneath the car, I vowed to do something about it. I decided to put the car up on blocks and to remove both axles. I figured that both would need work and with both of them removed it would be easier to crawl about underneath the car and have a good clean up and paint. The front axle is currently with Eric Worpe to be "breathed on" with a set of new king pins and bushes, (the same ones which I have supplied to over fifty owners). Also on the agenda are a pair of Bob Grunau's stub axle pins to be fitted by Eric, new hubs and new taper roller bearings – but that's for another day and perhaps another article. The purpose of this illustrated essay is to share my experiences with those of you who may not know in detail about the weakness of the TA/B/C rear axle construction.

The TC "bible" ***TCs Forever!*** written by Michael Sherrell (what would we do without it? – it's available from the Register at £48.50 plus £8.50 UK postage by Royal Mail Special Delivery, or you can buy it from MOSS at nearly twice the price!) refers on page 99 to "common chassis defects". Of those listed, the stub axles and Pitman drop arm, whilst vital safety components, needn't concern us for the moment, but the rear axle banjo spring hanger, having a tendency to break at the base, is certainly relevant to this article. Another reference to this problem is in the excellent booklet ***TA/TB/TC Differential Modification & Setting-up*** by Roger Furneaux (obtainable from the Register at £1.50 plus 75p UK postage). Roger refers to the axle case as having three main problems, the first of which is as identified by Sherrell above – i.e. *"the holes in the base of the support brackets split away underneath the clamping bolt heads, easily cured by welding and/or making up little strengthening plates".* The other two problems itemised by Roger will be dealt with later in this article.

Before we go much further, it's probably as well to show some photographs to illustrate the problem of the "spring hanger" (as termed by Sherrell) and the "support bracket" (as termed by Furneaux) – they are one and the same item. The photos are opposite and start with the complete banjo casing (Fig 1), then one side of the banjo casing (Fig 2) and finally a close up of the spring hanger/support bracket (Fig 3). Two of the holes in the base of the support bracket can be seen in Fig 3 *.....(continued on page 12)*

Figure 1

Figure 2

Figure 3

(continued from page 10) – there are four in total, it's just that you can't see the other two because they are located near the opposite outside edge of the bracket. The holes are very close to the edge of the bracket, as can be seen from the photo. The brackets "sit on" the rear springs via rear spring top plates, one for each bracket and the top plates have a dowel which locates in the bracket (you can see this hole in Fig 3, it's below the three large lightening holes). The whole assembly is attached to the leaf springs by 3 ¼" x 5/16" BSF bolts, four each side, which pass through the rear hydraulic damper brackets (R/H and L/H) at the bottom of each leaf spring and are tightened with a nut and a locking nut.

The problem to which Roger Furneaux refers i.e. "the holes in the base of the support brackets split away underneath the clamping bolt heads" is caused both by age (the brackets rust and therefore weaken) and by the enormous forces which occur when the car is in motion, particularly on braking or when it is cornering. In reality, the brackets are not man enough for the job and need to be reinforced. For a much more scientific explanation, Eric Worpe has provided me with the following:

"The holes for the spring fixing bolts are too near the edge of the bracket, and this allows deflection of the bracket around the holes when the whole assembly is stressed, particularly whilst braking hard. This results in fatigue cracks radiating out from the holes to the edge of the bracket. The bracket needs to be re-enforced, rather than just welded up, and if possible extended to give greater rigidity around the holes".

The following photos show the various stages of the work done on the brackets by Eric with a commentary on each stage:

Figure 4 shows the strip of 1 inch wide by 1/8 inch mild steel held against a bending former by the vice jaws. The ends of the steel strip can then be belaboured around the bending former. (Pass me the bigger hammer).
Figure 4 *(left)*

Fig.5 shows the final shape of the re-enforcing strip with cupped sides, this enables the ends of the strip to be welded to the sides of the bracket well clear of the bolt heads.

Figure 5 *(left)*

Fig.6 shows the strip in place, overlapping the bracket by about 1/8 inch, the strip needs to be clamped in place before welding up.

Figure 6 *(right)*

Fig.7 shows the welded strip whose outside edge and ends are continuously welded to the bracket with two shorter welds on the inside edge of the strip. The welds were accomplished with MIG welder set to about 180 Amps, this enabled "spray transfer" to take place which usually leaves a smooth surface to the weld bead.

Figure 7 *(left)*

Another view of the strengthened assembly, taken from the underside is shown in Fig. 8 on the next page.

Figure 8

Fig.8 shows the weld bead from the underside, which hopefully illustrates that not only has the bracket been re-enforced by being made thicker, but also extended outwards by about 1/8 of an inch. The underside may need dressing with a file to produce a flat surface for the spring carrier clamp to seat upon. The existing holes should provide a guide to enable new holes to be drilled in the strip. An 8.5mm drill is about right, the edges should be chamfered and then new 8mm high tensile steel bolts (88 grade) used if new 5/16 BSF HT bolts are not available.

So thanks to Eric Worpe, I now have strengthened spring hanger/support brackets on TC0750 which will outlast me! To complete the assembly I have some new M8 X 100mm bolts which will replace the original (unbelievably rusty) 3¼" x 5/16 BSF bolts – please don't tell the 'Originality Police'! Another departure from standard is the addition of the spring reinforcing plates (reinforcing strips would be a better description) which are fitted under the spring mounting plate on the front axle. These have been welded to the bottom of each shock absorber bracket.

As a 'belt and braces' remedy, some restorers fit U-bolts around the axle and down through the spring hanger/support brackets (in place of the bolts mentioned above), however, I am happy with my revised arrangement.

If you can remember back to page 10, I promised that "*the other two problems itemised by Roger will be dealt with later in this article".*

The first of these is, to quote from Roger's booklet *"the casing* (i.e. the back axle casing) *is built up from sections, and the outer ones with the back-plate flange, bearing journal and thread, are an interference fit inside the tubes. For good measure it has six rivets to stop rotation. Despite all this, the inserted section sometimes gets loose, and gives rise to a clonk sounding just like worn hub splines; it is usually only after buying new half-shafts and hubs to cure it, only for the clonk to persist, that the real reason is found! One solution is to remove the loose rivets, if they have not already fallen out, and weld the sections together through the holes."*

My problem was not so much one of loose rivets, but one of oil leaking out through the rivets. This was cured by brazing all around the rivet heads.

As a matter of interest, my axle must have been rubbing against the check strap on one side as the side of the check strap nearest the axle casing was wafer thin and the casing and rivet had been shaved (Fig. 9).

Figure 9

The second of the problems with the axle case is, to quote from Roger's booklet *"the bearing journal on the same outer section, can be worn down by bearings which have locked up; this can happen very easily once things get worn. The very hard surface of the races or the balls can flake off ("spalling") and jam things up. This only has to happen for a fraction of a second every so often, for the inner race to spin on the journal (which is why the threads are left & right handed, there has to be a self tightening effect), or the outer race to spin in the carrier. In either case, of course, the much harder steel of the bearing will inflict damage on the other component.*

The bearing journal can be built up by metal spraying and machining back to standard size: it is also advisable to redo the seal surface at the same time as this also wears. This is not an expensive job, about £120 (this was correct a few years ago when this was written!) *for all four journals, and far better than resorting to good old Loctite bearing fit. However, whereas Loctite* ***can*** *work wonders with mild amounts of wear, it cannot work miracles, and in the case of excessive wear, the bearing will finish up off-centre, i.e. be eccentric."*

Fortunately, in my case, the measurement of both journals was 39.9948 mm. as near as you can get to standard, and the seal surfaces just needed a good clean up.

The next step in the rebuild is to take the axle up to Hopton Heath Garage (near Craven Arms, Shropshire) where Brian Taylor, who has built my J2 and PB engines for me, will build up the axle. By this, I mean that he will fit a new high ratio diff, fit tapered half shafts which I have had made to Bob Grunau's design, fit heavy duty bearings to the bearing carriers (he already has these and he tells me that they fit perfectly) and fit Roger Furneaux's special nuts with built in lip seals. This should be good for another article, but I can't promise that it will be in the March issue.

I will probably take the parts up in the PB (it's a pleasant 80 mile drive via the Wye Valley, Hereford and up the A4110, which runs parallel with the A49. I might even leave the PB at Brian's, which will leave me garage space to lay out the J2 chassis – only 42 years late! **JOHN JAMES**

The Marque of Friendship - Of TDs, Wine and Left Over Plates (*by Malcolm Purvis)*

As readers with long memories may possibly recall, in the January, 2006 issue of TTT I offered a prize of 2 bottles of Jurancon wine to the first person to identify the two "left over" plates from my TD restoration here in France.

I received a number of rapid replies including answers from Ron Drake, Jon Goddard, John Dalby and William Howard. However, the first person to identify them was Bryan Sieling from Arlington, Virginia USA. In his winning e-mail Bryan said, *"They are support plates for your horns and are mounted below the firewall (inside the car) to give the horns more stability. As I live in the USA I'm sad to say I won't be able to come collect the prize"*

WELL…. in November 2007 I was in fact able to finally deliver the wine in person to Bryan, since I was visiting my son and grandchildren in the Washington area.

Bryan has a wonderful story of his own ground up restoration of a 1952 MkII TD, which he purchased as a disassembled basket case at the age of 15! He and his father took 8 years to complete the restoration and 34 years later Bryan still has the car and he drives it regularly.

Malcolm Purvis (on left) presenting the two bottles of Jurancon wine to Bryan Sieling

Bryan is an active MG enthusiast and a Board Member of the MG Car Club, Washington D.C. Centre and member of the national New England M.G. T Register. I was much flattered when Bryan presented me with a beer mug engraved with the M.G. Octagon and MG Car Club, Washington, D.C. Centre logo!

As might be expected, Bryan and I struck up an immediate friendship and we swapped stories for several hours about our various experiences of TD restoration. I now hope that Bryan and his charming wife Nanci will come and visit us in France so we can tell more tall M.G. stories over more wine.

As it turns out, Nanci is in fact a wine enthusiast and a Smithsonian Institution project manager engaged in documenting 20th Century wine making in the United States! Indeed she offered me a bottle of Virginia white wine, which was surprisingly good!

All of this shows not only that it is a small world but that M.G. is truly a worldwide **Marque of Friendship**!

(Above) **Bryan Sieling's TD MK II (*Below)* Malcolm Purvis' TD**

Editor's Note: "Then and Now" photographs of Malcolm Purvis' TD appeared in the November 2006 Issue of TTT. Malcolm bought the car on EBAY and it was shipped to France from the USA in 2004. Little is known about the TD's history. It was previously registered in Pennsylvania in 1971 as 801 13 S. After a substantial amount of restoration work on the car, TD17571 was finally registered in France in the first week of August 2006 and participated in its first event on 5th August.

For oenophiles Jurancon is produced in SW France (in the Bearn, W. of PAU) and famous for both its dry and sweet whites.

Malcolm is keen to help organise a T-Type event in conjunction with Angouleme .....something for the more adventurous in the Register to consider?

As we now know, Malcolm's TD came to Europe from the USA. Here's a story about a TC which travelled in the reverse direction……

"Having sold my 1934 Austin 7 for £30 in 1955 and being financially challenged for some time after that, it came as a nice surprise to receive a 'phone call from my father in 1959, asking me if I might be interested in acquiring a car from him. As he was in the motor business and I respected his judgement, my response was an immediate "yes". He pointed out that I hadn't asked what car it was and I said that if it was his choice, it would be a good one. He then told me it was an MG TC, made in 1947 and owned from new by a Doctor friend of his, who considered himself too old to be whizzing around in a two-seater and had decided to trade it in and buy a new Jaguar! The price of TCs then was about £300 but I could have it for £175. How could I refuse such an offer?

I took my latest fiancé down to his garage in Tolworth, Surrey about 15 miles South of London, and we strolled into the showroom which housed Jaguars, Daimlers and Bentleys. There, I saw a lovely sight. My MG TC revolving slowly on a large mirrored dais, the black paintwork and chromium glittering from the spotlights mounted above. It was absolutely perfect.

My Dad approached us and he shook hands with my fiancée, Wendy. "Hello Valerie", he said. Oops, embarrassing moment! Valerie was my previous fiancée. We went up to the Boardroom and concluded the business side of things as the mechanics removed the car from the dais. I then drove it back to London as its new owner.

On my way home, I stopped at a tobacconist's to buy some cigarettes and the owner of the shop offered me £300 for the car, there and then, in cash.

Naturally, I declined his offer and went on to enjoy motoring as it should be for the next three years, until my marriage required me to sell the M.G. to provide funds to set up home. Ah me! By the way, do TC owners still salute each other on the road these days? - we always did. An excellent car for driving on a Summer's day to enjoy a picnic, an evening visit to a river Thames pub, or a game of tennis: or just simply to drive.

It was last year that I became fervently interested in trying to trace the car. I had been trying for some years, to no avail. Then I discovered the TABC website and lo and behold, the Secretary of their German Section found it for me. The M.G. had gone down with some kind of illness and had been shipped to The United States in 1973, complete, but in pieces. She was now in the ownership of Mr.Greg Garnett, who lives in Ohio. I got in touch with Greg, who sent me a photograph of 'TC'; and she is now in concours condition. Undoubtedly worth more than £175.

So now, after some 45 years, I'm a happy 'Wrinkly'. The car's registration number used to be SMH 782 and its chassis number is TC3391. Long live MG TCs!"

Graham Stanford-McBride - Bristol - England.

A method of inserting balls into a TA synchro hub.

When rebuilding the gearbox on my TA it was necessary to strip and clean the synchro hub. I devised this method of reassembly as no special tools were available.

Tools required: two similar G cramps, a 1½ inch wide strip of aluminium, two 2BA bolts about one inch long, eight 2BA nuts, a piece of flat bar ½ to 1inch wide, a bench vise and two small screwdrivers.

A clamp similar to a piston ring clamp was made from the aluminium strip to fit around the outer hub edge flange with about 3/8 in. spacing, fixed by the two 2BA bolts and two 2BA nuts. Clamp two G cramps in a vise and rest the outer hub on the fixed limbs. Insert the springs in the inner hub, then place in position, partly into the outer hub, then fit the clamp. Place a flat bar about ½ to 1inch wide just long enough to straddle the top of the clamp and tighten the G cramps lightly to the bar. This ensures that the aluminium clamp sits squarely on the hub and does not rise up when fitting balls and nuts. Adjust the clamp screws so that the balls may be placed at the ends of the springs. The balls should locate at the entrance to their housings. Two small screw drivers and some dexterity may now be needed. Allow the aluminium clamp to rise about 3/16inch to clear the outer hub flange, adjusting the 2BA bolts as necessary. Push a nut between the clamp and the ball for each ball. Some more adjustment of the clamp bolts will be required. Dribble a small amount of oil over each ball and tighten the clamp screws, making sure all nuts remain in position. The balls are pushed into the hub just the right amount and at just the right centering by the nuts. The inner hub can now be pushed down leaving the nuts to fall free. Check that all balls were located. If any escape, try again. At least they will be retained within the aluminium clamp. See photo…..**Bob Butson.**

Flasher Modification to TF (by Dennis Barker - VSU 797)

Having read all the articles on this subject, I resolved to tackle the front of the car, on the grounds of safety. The rear end had been modified over 4 years ago.

I already had the Suzuki scooter flashers, which were purchased for me by a very good friend and I set about making the brackets to secure these adjacent to the over riders. However, I am a traditionalist at heart and was not happy with the aesthetic appearance. In the back of my mind was the memory of a modification to fit in the existing torpedo side lights, this led me to Stafford Vehicle Components Ltd and their Conversion Kit # 1130.

In around two hours these were fitted and working, it could have been quicker but I was stopping to take photographs and check their quality.

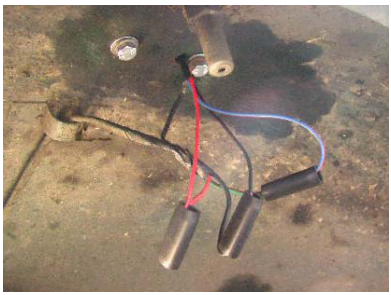
A very useful guide is supplied and briefly the process is as covered in the photos which accompany this note. The tools I used in carrying out this modification are shown in the photo *(below right)*.

1 - Remove lens and bulb, to reveal the top of a small bolt holding the unit to the wing *(see photo, above left)*. A quick squirt of WD 40, will ensure this unscrews easily, a small socket or ring spanner will give a better purchase than an open ended spanner when working under the wing.

2 - Pull the unit out and disconnect the wires, noting which goes where – especially if your wiring loom has been modified since it left Abingdon!

3 - The New unit comes with leads already having bullet connectors soldered on. In my case double and single connectors were required so that the wires taken out of the old unit could be connected to these once they were fitted with new bayonets. Soldering these before taking them under the wing needs care, hence the old tin lid and a suitable cloth to protect the paint work and prevent hot solder spoiling your nicely polished wing *(as per photo on right)*.

4 - After removing the old unit insert the new one *(photo on right)* and secure this with the new bolts and washers provided. Again care so not to over tighten the bolts and pull the threads - which I did on one bolt - but overcame this by slipping a suitable nut under the new unit inside the lamp housing which holds the unit firm with the bolt locating the light unit - a drop of Loctite on the protruding screw will hold this fast when dry.



5 - Under the wing and connect up the wires as per instructions. Test to ensure your handy work is operating correctly. Replace the lenses. I wrapped the connectors around with insulating tape to keep out mud and water, which will make disconnection easier when next you decide on a complete strip down and re-spray.

Stafford Vehicle Components Ltd, 53 Keplar, Lichfield Road Industrial Estate, Tamworth, Staffs, B79 7XE.
Tel:- 01827 67714, Fax :- 01827 60251.

They will be more than happy to quote you a price including P & P.

Notes from a Rebuild
No. 10

T-ABC Radiator & Bonnet Fit

A good laugh!

My favourite advertisement for T-Types usually goes along the following lines:-

"1947 TC - Abandoned restoration project. Full rolling chassis with Laystall head, taper roller bearings, Furneaux oil seals. Complete nut and bolt restoration. New body tub and wings provided. Just needs finishing. Genuine reason for Sale, £10,000 o.n.o."

It's the "just needs finishing" that kills me, as well as "genuine reason for sale". I keep trying to think of false reasons for sale. Mike Sherrell puts it in a nutshell: "Mechanically the TC is very easy to restore. It comes apart and goes back together with ease. It's within the restoration of the body and the detail finishing that makes it a heart stopper or merely run of the mill". I'd add to that; it is also where 60% of the toil, tears and expense goes. So don't listen to "Just needs finishing", - you've only just begun with a rolling chassis!

The heart of the problem

Chatting to other restorers and exchanging 'war stories', the common theme of their problems originates with the purchase of a new tub, in kit form, assembled or skinned.

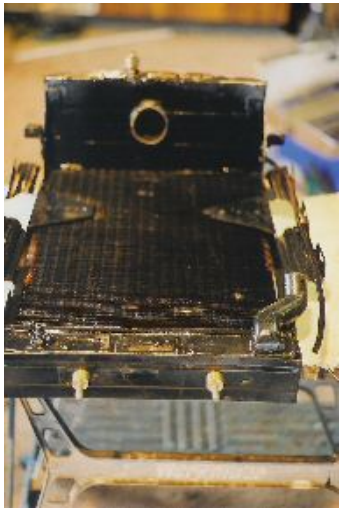
The radiator is mounted on a cross member of the chassis and a first attempt is made to position the old bonnet between the two, trying to ensure that the gap between the bonnet sides and the chassis is a nice ¼". Nothing fits anywhere. It's then that your dreams of a concours fit to the nearest millimetre all around the radiator shell and with the scuttle rubber, start to fade and you realise why the Factory (certainly in the early days) trimmed the bonnet to fit the gap exactly.

The following notes are not intended to be a comprehensive set of instructions on how to put everything together, rather than a few observations on my own problems.

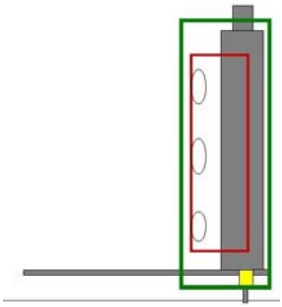
The radiator

My radiator had been bodge-restored in the 60s. Most of the bottom of the steel bracket had rusted away, so I bought a new steel support from the late Ray Sales and had the radiator company weld it up to fit the restored assembly. What I didn't know, was that the bottom 5/8" holding bolts that

secure the radiator to the chassis cross member radiator support should have 3/4" diameter sleeves to fully locate. To correct this, I had some machined and fitted. *(Photo on right)*

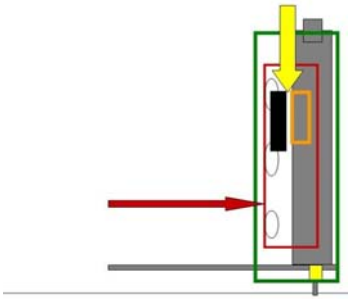


Attached to the radiator is a thin steel bracket (you could call it a 'casing') which positions the radiator shell at both sides of the radiator and also positions horizontally the 3/16" thick metal "strap" to which the chromed ears connecting to the headlight brackets are attached. The 3 elongated holes on each side of this bracket/casing are used to bolt the shell to the radiator. The "tweaking" of this bracket/casing (depicted in red on the diagram below – the rad shell is depicted in green) is critical to ensure that radiator and the shell end up vertical and the radiator filler is dead central in the round shell opening.



The rad shell fits to the bracket/casing by 6 x 3/16" (not ¼") setscrews. There is limited vertical adjustment via the elongated holes and some horizontal by bending the bracket.

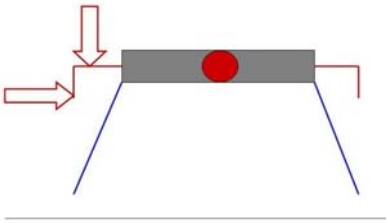
The next challenge is aligning the rectangular side apertures to accommodate the chromed "ears" connecting to the headlight bracket. They must be precisely aligned to the metal "strap" across the radiator to which the "ears" are bolted.



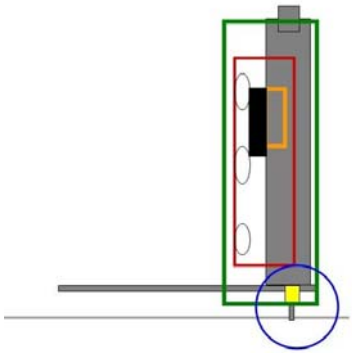
To ensure this alignment, I used packing between the "strap" and bracket/casing (yellow arrow) where the latter folds round to take the "strap" (it is secured here by two ¼" x ½" BSF set screws, two each side, so if you use packing, you might have to use longer set screws) and spent a lot of time bending the bracket/casing (red arrow).

Fortunately the ears have a considerable amount of vertical movement.

From the top, the metal bracket/casing needs bending to ensure that the width across the radiator matches the original shape of the shell. The six fixing setscrews must be the right distance apart and match the profile of the bonnet. The holes and bonnet sides should, I believe be vertical.

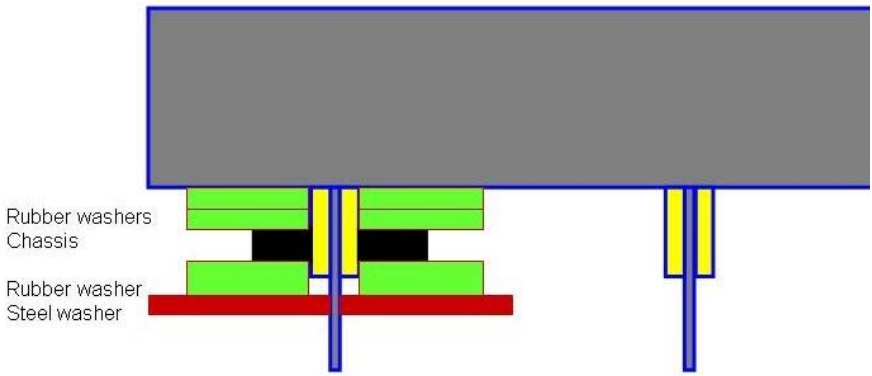


The bottom of the radiator is fixed at right angles to the chassis line by the ¾" sleeves. The top can be aligned by the adjustable radiator stays that straddle the engine from their fixing to the front of the scuttle.



If all is proceeding to plan at this point:-

- The radiator should be vertical
- The shell edge is vertical
- The bottom and top edges of the shell are at right angles to the chassis line
- The ears are perfectly central in the rectangular side apertures, to enable the rectangular rubber grommets to be fitted later.



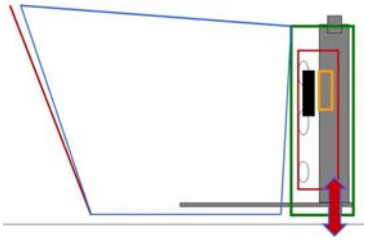
The last available adjustment is vertical. The whole radiator assembly can be raised or lowered by more than 1" by adjusting the rubber and steel packing washers at the base of the radiator. These pieces are available as a kit from Moss and Abingdon Spares. As well as acting as adjustable packing, they provide a cushion between the chassis and the radiator core.

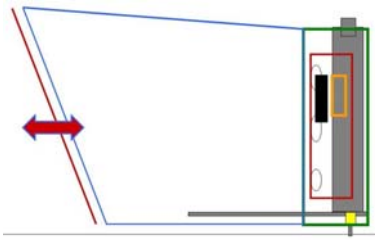
With the body tub in place and the radiator vertical, you have two semi-fixed assembles. As indicated earlier, this is where the fun starts. The bonnet top and sides have to fit against both these assemblies as well as to the chassis / front wings below.

Starting at the rear, you must shave and sand down the wooden "horse-shoe" that forms the front rim of the scuttle to fit the rear of the bonnet. This must be a good fit when the rubber strip is included.

The angle of the front of the bulkhead and the angle of the rear edge of the bonnet determine the line of the bonnet. If either is a new component, or was not cut to fit, there is a potential problem, which no amount of fettling will completely solve.

You still, however, have a limited amount of adjustment. The tub can be moved forwards and backwards about ½" via the elongated holes in the outriggers. A further ¼" can be achieved by manipulating the overlap of the rubber moulding on the metal skin of the scuttle. Also, the radiator can be moved up and down as previously indicated.





If all else fails and ….

……you are damned if you are going to accept anything less than perfection, then take my tip and trailer your baby to the genius that operates in Staines, a certain Steve Gilbert. He will, in a short space of time, tailor you a wonderful bonnet that fits everywhere. Just like the Factory used to do.

Happy fettling!

John Steedman
Johnhwsteedman(at)aol.com

Steve Gilbert
Vintage Car Restoration
11, Pyrcroft Lane
WEYBRIDGE
Surrey
KT13 9XP

Repairing Shafts by Hard Chromium Plate

I listened to Eric Worpe's lecture at ‘Rebuild’ 07 on the Bishop Cam Steering box. The reprint of this talk in TTT is very useful for future reference.

One item within the talk suggests repairing a worn shaft by the application of Hard Chromium plate. Within the Aircraft Industry this method is frequently employed during repair and overhaul operations. Standard practice is to plate above the required diameter and finish machine to size after plating. However, the maximum thickness of plating after final post plate machining, should never exceed 0.30mm (.012").

It should be noted that without correct processing these repairs will have a detrimental effect on the fatigue life and strength of a component caused by:-

1. High residual tensile stresses within the plating, which cause cracks to appear in the chromium and, these can propagate to the base material causing fatigue failure, usually at points of high stress.

2. Hydrogen embrittlement of the base material occurring during plating which tends to accumulate at stress concentrations, causing an effect that can be likened to water freezing in a pipe and, components have been known to fail during the plating process.

The consequences of the Sector Shaft in the Bishop Cam box suffering fatigue failure during driving do not need to be explained so I would therefore like to briefly explain the methods used within the Aircraft Industry, that ensure any worn/damaged component repaired in this manner, is fit for further safe service.

Chromium plate finishing adjacent to the fillet radius where the shaft outside diameter and the lever meet must be terminated in a specific way in order to avoid any reduction in fatigue life of the component (as described in 1 above).

Plating must terminate 2mm (.080") from the radius and, termination of the Chromium can be a wavy or irregular line lying within a band 2mm wide.

A similar termination of Chromium is required at the splined end of the Sector Shaft. The sketch on the opposite page will make everything clear.

Also the entire shaft diameter including the fillet radii should be shot peened prior to plating, inducing a layer of compressive stress, to counter the tensile stress within the chromium plating.

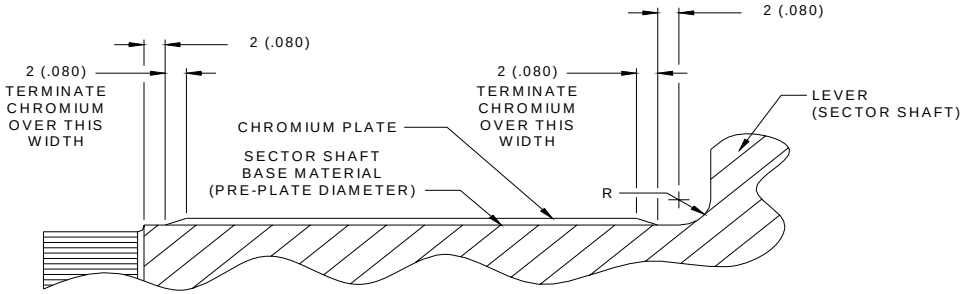
The effect of hydrogen embrittlement (as described in 2 above) can be eliminated by heat treatment, which will stress relieve the component prior and de-embrittle post plating.

In cases where a sector shaft diameter requires machining to eliminate any wear marks prior to plating, incorporate generous blend radii to the parent material to ensure new areas of high stress are not introduced, keeping material removed to an absolute minimum.

NDT (Non Destructive Testing) should be used to ensure base material is free of cracks pre plating. Post plate it should be used to ensure base material and chrome plate are free from cracks.

These important procedures may make the option of repair by Chromium Plating unviable on a cost basis?

Steve Cameron



T-TYPE TALES (By Colin Pamplin)

EYG 520 (TC) was bought under Sodium Lights during the Suez crisis, early in 1957 - £10 cheaper than it might have been if petrol rationing had not been in force. The nice salesman at Simpson's of Staples Corner, Edgeware, said it was a good little runner!! He took my money and I got the car plus a coupon for 1 gallon of petrol. This was my introduction to T-Type motoring, the gallon of petrol, plus what was left in the tank, got me back to my digs and home to Hampshire on Friday night from work.

I was employed at that time as a trainee draughtsman in the Press Tool Drawing Office at Vandervell Products at Acton (West London). The factory was the home of the Vanwall Racing Team. The new Chapman/Costin Vanwall was starting to show promise as a serious Grand Prix contender that year and Leyland Motors had presented Tony Vandervell with a brand new Leyland Tiger based race car transporter, complete with all the 'bells and whistles', plus some lovely white nylon toe ropes with chrome shackles, as a mark of appreciation.

One Sunday night, late in 1957, I was making my way back to London from Hampshire, when surprise, surprise, on the A4 at Hounslow, the small end of No.3 con rod broke. My luck was in however, I coasted onto a garage forecourt. Arrangements were made that I would return next day and remove the thing.

Tube back to digs, bus to work, discussion at coffee break – what to do – do we remove the offending rod and piston, bung up the inlet port and try to run home off 3 cylinders, or do we tow the car the 40 odd miles back to Alton in Hampshire? The latter was decided upon and Digger, who had arrived from Sydney via the Down Under Club and various other dubious hang outs, volunteered to do the business. Digger was employed as a "go for" in the Racing Department and owned a car, he also had access to tow ropes with chrome shackles.

The Monday evening after work we set off. It was dark, it was wet, but we were young and the task ahead was a laugh – or so we thought! Those lovely white nylon tow ropes out of the transporter were just the job. All went well for the first few miles, until at a set of traffic lights at Staines we stopped, the rope went slack and ran under the TC's front wheel, the lights changed to green and Digger took off – BANG – the rope broke! I coasted to the side of the road while he disappeared into the gloom. He eventually came back and we looked aghast at the state of Mr Vandervell's rope, it was frayed, it was black and it was now very short. However, with a reef knot in the rope and a promise that he wouldn't go too fast, we set off again. Pitch dark and raining, I'd never been so scared in my life, 50mph three foot from the bumper of a Ford Zephyr for 30 odd miles was not my idea of fun. The lights and wipers drained the TC's battery and we ended up on side lights with me operating the wipers by hand. The acrid smell of tortured Ferodo from the rear brakes lives with me still - at least the partially applied hand brake kept me off the Zephyr's bumper – and after what seemed a lifetime, we arrived home. Hot soup and a rest and we returned to London, job done.

I never did find out what story Digger told “the old man” about the rope.

The TC engine was rebuilt and I started to enjoy the experience of open top motoring. The car was a late’46, red, had 5 odd tyres (two almost bald) and a quarter turn of slack in the steering (no change there then!) and lots of rust. However, it was fun and the journey home to Alton from work on Fridays was looked forward to with relish. The “Great West Road Grand Prix” with grid starts from each set of red lights, dicing with the ‘bread and butter’ machines of the day – Hillman Minx, Morris Oxfords, Ford Consuls et al – were dreamed about all week. They were carefree days.

The visits to the Racing Department, which was just across the yard from our office, by the likes of Brooks, Hawthorne, Moss, Schell, etc., were high points. One Friday evening on the way home on the A30 at Frimley, a speck in my rear view mirror rapidly manifested itself as Mike Hawthorne in a Frazer-Nash, going like a bat out of hell. He overtook me with a blast on the horn and a two finger salute, and in a flash he was gone – he had recognised me, I dined out on that for weeks!

The TC continued to provide reliable transport until in the Spring of ’58 disaster struck one Friday evening on my way home. A lad driving his dad’s Austin A70 and having only passed his test earlier that week, drove out in front of me, the resultant coming together flipped the TC on its back with me in it. Once again, luck was in and I somehow managed to crawl out of the tangled wreck, severely shaken up, but generally unhurt, the TC was a write off. All this took place outside a parade of shops at Hale, where a barber clearing up after work rushed out, having heard the crash and proceeded to take charge. He helped me and the lad who had caused the crash into his shop and sat us down in chairs with our heads over the wash basins in case we were sick. We were followed almost immediately by a small boy, who had mistaken the gear oil escaping from the TC as blood and had fainted. There we were in barbers’ chairs, looking into the mirrors, white as sheets, contemplating the coincidence of our meeting. It certainly brought a new meaning to something for the “weekend sir”.

The insurance paid up and having had my appetite whetted, I set off to look for another TC, but that’s another story.

SUPPLIER RECOMMENDATIONS, TECHNICAL TIPS AND SPARES AVAILABILITY

Apologies if this is a bit of a 'mish-mash', but it should all be helpful stuff.

On **Supplier Recommendations,** Mick Pay, whose TA 'Primrose' is featured on the front cover, gave us (in his useful article in November's TTT) Cast Iron Welding of Coalville in Leicestershire, Tel 01530 811308. Another company, recommended by Brian Taylor, who built my PB engine for me, is Slinden Services Ltd of Measham in Derbyshire (not far from Coalville). They specialise in cast iron and cast aluminium repairs and to quote from their leaflet - *We also offer a **FREE UK COLLECTION SERVICE** of any broken, damaged or cracked component for a free survey at our factory – stating a firm cost of repair and delivery time etc.* Their e-mail address is info(at)slinden.co.uk telephone number is 01530 274646 website is www.slinden.co.uk

For instrument repairs, TC owner, Steve Ashworth recommends Patrick Henry. Patrick can be contacted at patrickhenry37(at)hotmail.com and by Tel /Fax on 00353 61921478. Postal address is Gortaderra, Scarriff, Co. Clare, Ireland. There is a letter in the January "Safety Fast!" from Steve about the excellent service he received from Patrick. Since Steve wrote to "Safety Fast!" he contacted Patrick again, asking whether he could supply the rubber spacer to go behind the glass on his speedo and tacho, as he'd just bought new bezels off Ebay. True to form, three days later he received an envelope containing a compliments slip and a supply of the required rubber spacer material.

On **Tips**, Paul Edwards writes "I used to have a Peugeot 106 and thought the exhaust manifold flange gasket looked familiar. It is the same size as the TC's except that you need to spend a few minutes with a round file easing the stud holes. The big difference is that it is made of stainless steel rather than copper and 'asbestos' so it is far more robust and can stand the exhaust being removed and replaced.

It's available off the shelf at your local motor factor and is Bosal part number 256-624 and in the catalogue for a 106 diesel 1500cc."

On **Spares Availability** there is some good news on pedal return springs for the TC. If you remember back to the July 07 Issue of TTT, we reproduced an article by kind permission of *The Sacred Octagon* on this subject. TC EXU (x 2) owner, Doug Pelton from Mesa, Arizona, USA has had a batch of these sets manufactured. I was aware that one of our members was after a set, so I have bought 10 sets for a total cost, including carriage of £120. As long as Her Majesty's Customs do not charge me an 'arm and a leg' for duty, you can have the sets for what I paid for them, which works out at £12 per set plus (say) £2 for postage within the UK.

As a brief interlude on **Spares Availability** TA and TB owner, Clive Sherriff, recently updated the TABC website on the ending of production of MG Engineering. I quote:

BBC NEWS Friday, 14 December 2007
Man jailed over 14m fake £1 coins

Marcus Glindon, 37, from Enfield, north London, made coins over seven years from a workshop near his home. When officers raided his home and nearby business, **MG Engineering**, in March they found machines used to manufacture coins and counterfeit dies. Glindon admitted counterfeiting the coins.....

Of the estimated 14 million coins, 2.5 million were completed while the remainder were left blank, due to be finished off.

It is thought that at one stage he was making 10,000 to 12,000 coins per day and was paid about £2,000 in cash a week by the two men.

The Royal Mint said it would be extremely difficult for members of the public to differentiate between legitimate coins and the fake ones Glindon had produced.

To return to the (mundane!) subject of **Spares Availability** I have two sets of TA/B/C stub axle pins, manufactured by Bob Grunau and two TB/TC/early TD oil filter adapters, also manufactured by Bob. They have arrived by a circuitous route from Canada and are offered for sale on a first come, first served basis. I am not making any profit on these items, but I have added a small mark up to cover some carriage costs which I incurred and also to allow for a small donation to the Register. The stub axle pins are £55 per pair (plus £6.00 for delivery by Royal Mail Special Delivery) and the oil filter adapters are £60 each (plus £7.75 for delivery by Royal Mail Special Delivery).

The TA/B/C king pins and bushes are back in stock (they are suitable for the TA from chassis number TA1501 – I have not been able to find out how the king pin and bush sets for the early TA differs from the later TA). The cost of manufacturing has increased (due to increases in steel prices) but the selling price remains the same – it just means that less profit will go to the Register. 50 of these sets have previously been made and sold and another 30 sets have just been delivered. Also just delivered are 300 bushes for the kingpins. Of these, 120 will be allocated to the 30 king pin

sets (to make up 30 king pins and bushes sets) and 180 (45 car sets) will be offered for sale.

This will definitely be the last opportunity to buy a set of these high quality kingpins and bushes as substantial up front money has to be paid out (in excess of £2,500 this time) by two members of the Register who are funding the project. Please note, this is NOT a Register project.

Just to repeat the specifications. Firstly, the merits of wrapped (steel backed) bushes as compared with solid phosphor bronze bushes)

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

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

Secondly, the specifications of the k/pins, thrust washers and cotters:

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

The cost of a complete set (k/pins, bushes, thrust washers and cotters) is £65, plus £4.85 for UK delivery by Royal Mail Standard Parcel service and enhanced compensation. For this you get a set which has been made in the UK, with known material specifications and comes with a copy of the Test Certificate (a sample of the batch has been tested by Magnetic Particle Inspection). Cheques should be made payable to John James and sent to 85 Bath Road, Keynsham, BRISTOL BS31 1SR. Overseas orders can be supplied if payment is made by PayPal – please enquire regarding postage costs and e-mail address for PayPal payment. The cost of the bushes on their own is £26 for a set of 4, plus £1.50 postage. Cheques should be made payable and sent as above. Mainland Europe and Rest of World postage is £2.00 and if paying by PayPal, please add £1 surcharge.

Competation: Can you identify this part?

Win a £50 voucher to spend at Peter Edney Classic and Sports Cars

Identify this part of the T-Type MG shown in the picture.

The first person to correctly submit their answer to Peter Edney will win a £50 Voucher to spend on Peters services wheter it be parts or restorartion.

Please write your answers to:
Peter Edney Classic and Sports Cars
Unit 2, Woodside,
High Easter Road,
Leaden Roding
Dunmow,
Essex CM6 1QQ,
or Fax: 01279 876 428
or Email: info@peteredney.co.uk

Scottish Borders Tour 17/18/19 August 2009.

Expressions of interest are coming in slowly. On the basis of replies received so far, we may not need both hotels as some of the participants either live locally or intend staying locally with friends or relations. If this is the case, it is likely that we will just use the Ednam House Hotel *(see photo on right).*

As mentioned in the last update, the organisers are John and Claudette Bloomfield and they can be contacted on either 01890 882445, or 01992 576357 – if you don't get a reply on one of the numbers, you should get a reply on the other. Alternatively, I am keeping a list of the names of people who have contacted me and am passing them on to John and Claudette. John has asked me to point out that the £550 quoted is for two persons for three nights and includes the entrance fee. Also we must firm up the booking by June of this year, such is the demand for accommodation in the Borders.

JOHN JAMES

A COUPLE OF QUESTIONS AND ANSWERS

Question about discoloured patches on the paintwork *James Sutton, whose TF was featured on the front cover of September's TTT, asked the following:*

"I left my (red) TF outside one morning, but unfortunately it started to drizzle with rain, followed by brilliant midday sunshine. I then noticed that globules of water had collected on the flat surfaces of the bonnet and the wings. I wiped these off with a chamois leather, only to find discoloured patches where the globules of water had been. I can only think that the globules of water acted like magnifying glasses as the strong sunrays passed through them, burning the surface of the paint. I tried polishing them out but with no success, so I then asked my panel beater/paint sprayer who suggested using Farécla Gold Top, followed by Autoglym Super Resin Polish. So I applied the Gold Top with a damp cloth and before it had dried, applied the Autoglym, allowed to dry and then polished with a soft cloth, doing small areas at a time. After about eight hours polishing there has been a definite improvement, but the marks can still be seen. I gather that red is rather prone to fading?"

Answer (from John Day, an exceptionally busy chap, but who answered my e-mail about this the same day):

"All cellulose paint suffers with this problem, particularly after the paint is over twenty years old. It usually looks as though the original colour has been mixed with a lot of white paint and it loses its shine. It is primarily due to the paint oxidising after long exposure to sunlight. When the paint is polished and waxed, the lighter colour is disguised but when rain drops form on the polished surface they act as a focus for the uv light and the oxidised paint rapidly reverts to its lighter colour. Tartan red seems particularly prone to this problem. It is always the tops of the wings/roof/bonnet that look the worst.

I had a Hillman Super Minx years ago and the Blue paint used to turn into white blotches after rain. I tried everything but nothing worked for long. I found that Swarfega rubbed in to the paint removed the blotches with the least effort. A surprising result but it does work. Unfortunately a full respray is the only permanent cure".

Question about Electronic Ignition (fro***m*** *Peter Smith in The Philippines). Are you aware of anybody who has been disappointed after fitting electronic ignition to their T-Type?*

Answer: No, I am not aware of anybody reporting problems. The recent 'Advertorial' in "Safety Fast!" by Frank Jolley Engineering prompted Peter to ask the question. Since this was raised, there has been a thread on the 'T' Register Forum and a couple of participants have expressed satisfaction with PerTronix as a brand. http://www.classicgarage.com/mgtctdtf.html and http://www.vintageperformance.com/retrorockets/mg.htm are both web sites for suppliers in the USA, who will sell Pertronix outside of the US.

SPARES FOR SALE

As mentioned in the editorial, the Register is going to have a stand at the MG Spares Day at Stoneleigh on 24th February. The following spares (as yet unpriced) were in 'Jim' Reeve's collection and will be available on the stand and will be priced by then. Enquiries please in advance of the Spares Day to Brian Craft on 01793 750529.

Condition abbreviations Ex (Excellent), G (Good), S (Serviceable), N (New), F to G (Fair to Good), F (Fair), PW (Part Worn)

For TD/TF Steel road wheels (5) later pattern (G); Brake drums, front (2) for steel wheels (F); Brake drums, rear (2) for steel wheels (G); L/H front back plate for steel wheels (G); R/H front back plate for steel wheels (G); Slave cylinders (4) for front back plates (S); Brake shoes (4) for front back plates (S); Brake adjusters (4) for front (G); Flexible brake hoses(2) for front or rear (N); Brake hoses, copper (2) for back plates (N); LHD Steering rack (F); L/H and R/H stub axle (pair), c/w trunnions & distance tubes etc., (E); Track rod ends x2 (S); Prop shaft (G); Hub caps (5) chrome originals (F to G); Air cleaner manifold (G); Clutch friction plate 8 inch (N); Clutch friction plate 8 inch (PW); Water pump (G); Starter motor, new spring and brushes fitted (G); Generator, new brushes fitted (G); Lip seals (2) crankshaft front (N?); Head gasket XPEG (G); Windtone horn, low tone – condition unknown; Windscreen wiper motor, old, worn brushes; Fuel pump, low pressure (F to G); Carbs, pair of 1¼" – need attention but basically sound; Pancake air filters (F to G); Ignition coil, working; Distributor and parts etc., 59 D plus parts – some good; Distributor, original pattern (USA twin contact type (G); Distributor 25D (G).
For MGA/B L/H and R/H front axle from MGA 1500 (F to G); Steering U/J for MGB (G); Carb balance tube assy. – source unknown MGA? (G).

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