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THE EDITOR

I've just come back from the MG Spares Day at Stoneleigh in Warwickshire (Shakespeare's County – for the benefit of our overseas readers). What a great day it was! The Register has for many years had an informal presence, as I have carried some of the books and regalia on my own stand which I've shared with Brian Rainbow. However, this year we had a formal presence and invited Register members to bring along surplus spares items for sale on the stand. We were quite overwhelmed with XPAG blocks, pistons, radiator shells and wheels etc., and some good business was done, matching buyers and sellers. Attendance for the Show must have been a record, for at times there was barely room to move. I can say without reservation that we will be back next year with an enlarged trading area. My thanks to all who helped on the stand!

There is much debate these days about the ageing population. Only today the UK Government has decreed that all new dwellings built will shortly have to be "geriatric friendly" – I jest not! This reminds me of an article I read in the *Financial Times* back in July last year. It featured employees who are still working well past the normal retirement age and who, as the title of the article put it, are "Employees who put God's Waiting Room on hold". One of these, a certain Buster Martin, who works part-time, washing vans for Pimlico Plumbers in London was 100 at the time, with his 101st Birthday rapidly approaching on 1st September. I often wondered if he made it and was pleasantly surprised when I saw him on Channel 5, training for the London Marathon! The point of this little story? Well I feel a bit of a fraud saying that I will hand over the reins of TTT when (if!) I reach 65.

You can read all about Buster at www.en.wikipedia.org/wiki/Buster_Martin
He quips "the only way I will be leaving here (Pimlico Plumbers) will be in a box".
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With the price of fuel in the UK reaching an all time high I now think twice before going anywhere. The average price of petrol in the UK is now £1.06 per litre – that's very nearly £5 an Imperial Gallon. At our 'Rebuild' event at the end of March, MG Car Club Chairman, John Day, will be presenting a session on how to get more miles per gallon from your car – I think that this session will be very well attended!

The Committee has given the go ahead to a rolling road test on a TA with correct MPJG engine. This is taking place on 17th March at the premises of Sigma Engineering in Dorset. Martin Moore has kindly volunteered his car (with rebuilt engine) for the test and he will be joined by TA owner, Dave Heath, who has put a lot of effort into getting this organised. Register Secretary, Chris Sundt, will also be in attendance, along with me. We shall prepare a full report for the May Issue of TTT. We hope to follow on with rolling road tests for XPAG and XPEG engines.

I was more than a little annoyed to learn that our friends in the "Jolly Old GPO" in Cambridge had surcharged one of the January TTT magazines. I promptly wrote to Allan Leighton, Royal Mail Chairman and received a rather poor reply from one of his "underlings". Nevertheless, we received two books of 12 First Class stamps as "compensation" and with other more important things to do I decided not to take up the issue of the poor reply. However, the message is that if you are wrongly surcharged for your copy of TTT, please let me know and I will breathe fire and brimstone at Royal Mail.

We do quite well with donations to TTT, mainly from Internet 'subscribers'. However, one innovative way of sending a donation came from Malcolm Purvis in France. Malcolm had some used TD/XPAG spares left over from his TD rebuild and advertised them on the Register website, with a price tag of the postage from France plus a donation to TTT. This realised £26 for TTT, for which we thank you Malcolm!

Just room to mention some events, other than our own Register events. As you probably know, Sunday 20th April is "Drive It Day" when all owners of historic vehicles are encouraged to take to the roads in the UK. The Abingdon Works Centre is organising a combined "Drive it Day" and St George's Day Run. Details from the website www.mgabingdon.org.uk or in "Safety Fast!"

Neil Thomas has e-mailed me to say that the Pendine Dash is being held on 10th August. All entries to be sent to: Neil Thomas, The Hollies, Gumfreston, Tenby, Pembrokeshire, SA70 8RA by 10th July 2008. I'll give some more details of this event in the May TTT.

Four of our TTT subscribers died in 2007. It is with much sadness that I have to inform you of Rod Sawyer's passing on 2nd March. Rod was a good servant to the Register and was well known and respected. His obituary is on pages 5/6.

Obituary Rod Sawyer

It is with the utmost sadness that we have to report the untimely death on the 2nd of March of Rod Sawyer, lover of classic cars, especially MGs and T Types in particular, and a true gentleman.

Rod spent his life tinkering with things mechanical. As a young boy he would take things apart to see how they worked then put them back together. As this self taught knowledge and skill developed, the putting back together would also be accompanied by some improvement in the operation of the device, a skill which he later applied to cars. This culminated in his becoming something of a guru with classic cars in general and MGs in particular.

His early ambition to fly in the RAF was thwarted by asthma, which led to him training as a mechanical engineer specializing in armoury and ejector seats. His knowledge of aviation history was formidable. One of your committee who thought he knew a little bit about aircraft, spent an afternoon with Rod at the RAF museum at Cosford during the wet 2005 Autumn Tour. As we walked round the exhibits, he demonstrated an impressive knowledge of practically all of them. The information was delivered in Rod's typically matter-of-fact manner, and would have been worthy of an official museum guide.

Rod was for many years a keen sailor, and it was through sailing that he and his wife Annette met. They sailed a Bermuda Sloop in club racing, and on cruising holidays around Belgian and Dutch waters.

Joining the MGCC in the early 1970s, Rod was a SE Centre member and an active participant of his local natter. He served on the committee of the T Register for many years, was TD/TF Registrar from 1988 to 1998, and was later Tickford Registrar. His quiet demeanour and down to earth common sense was greatly valued as was his freely dispensed experience and advice on solving problems for T Type owners, which gained him a worldwide circle of friends. Rod would help anyone with a problem car – even to the extent of missing a day out with Annette!

When an independent scrutineer for the T Racers became essential, at a particularly sensitive and potentially explosive time, someone with the wisdom of Solomon, the patience of Job, the tact of a diplomat and a will of steel was needed. Rod fulfilled the role with his usual *sang froid*, gaining the respect and confidence of the racers and helping to ensure the continued health of T Racing.

(continued on page 6)

Together with Annette, Rod was an enthusiastic participant in MG events both here and on the continent, including the 1996 Continental Tour and just about every Autumn Weekend since their inception. For nearly two decades this was in his very nice well-sorted TD but latterly in the ex Ian Lloyd Tickford of which he completed the restoration after Ian's untimely death. Those of us who toured parts of the continent with Rod and Annette have many happy memories of leisurely and well lubricated meals in their company.

Quiet, urbane, undemonstrative and very knowledgeable with a well developed dry sense of humour, Rod was always courteous, cheerful and a true gentleman in every sense of the word. He made very many friends and no enemies and will be greatly missed by all who had the fortune to have come into contact with him.

To Annette and Rod's family we extend our deepest sympathy.

The T Register Committee.

Rod and Annette and their TA Tickford re-enacting a 'shot' taken when the car was new



'T'REGISTER NEWS (Compiled by John James)

EVENTS IN 2008

1. 'Rebuild 2008 The programme has been slightly revised from that published before. At the time information was previously being given out, we did not know for sure whether we would have the Spark Plugs presentation. The revised timetable is given below.

Time	Room1	Room2	Room3
10.00	Introduction		
10.10-11.15	Welding	Plating etc	TD/TF Axle
11.15-11.30	Coffee/Tea		
11.30-1.00	Mike's Presentation		
1.00-2.00	Lunch		
2.00-3.15	Welding	Plating etc	Spark Plugs
3.15-3.30	Coffee/Tea		
3.30-4.45	Q&A		
5.00-6.00	AGM		

The speakers are Eric Worpe for the Welding presentation, John Day for the Plating etc demonstration (John will also cover fuel economy), Malcolm Sayers for the TD/TF Rear Axle practical and an outside speaker (non-Register member) for the talk on Spark Plugs. Mike Sherrell will, of course, star in "Mike's Presentation".

Just to recap, 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.

At the time of writing, we are very nearly filled to capacity, but if you receive this magazine before the event (you might do) and you would like to come along, it's probably best if you phone the organiser, Peter Cole straight away on 01243 267234.

2. T-Types to the Ardennes Preparations for this trip, which is taking place from **16th to 20th May** are well advanced. As I write this paragraph, organisers, Bill and Sally Silcock, have sent out what is probably the last in a series of notes to the participants, so everyone should be ready for the 'off'. Bill and Sally are currently doing a final 'recce' of the routes. A couple

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of good ideas have emerged during the planning stage. Participant, Dughall Leask from Aberdeen is co-ordinating a list of spares to be taken on the trip. The idea is that each car will carry a different spare(s) so that the participants don't end up with say 10 distributor caps and no rotor arms (to quote an extreme example!). There is also a proposal to make available a cream or fawn polo shirt with the event logo embroidered on the left breast.

3. Silverstone

The XPAG Special on the right belongs to Mike Cross. It is a Lester MG. We will again be featuring a display of these Specials at Silverstone and we have to thank Keith Hodder for all his work in organising the display. With the provision of an arena this year for displays and events, it should



be possible to show these very desirable cars to more visitors to Silverstone than has previously been possible.

We will again be hosting the Friday evening 'natter' from 5.30pm onwards.

The dates are confirmed as **13/14/15 June**. More details to follow with the May TTT.

4. 'T' Party The venue is now confirmed and the 'T' Party will be held at Henstridge on the Somerset/Dorset border on **Sunday 6th July**. The event is being held in conjunction with the South West Centre's Auto and Aero Day. Further details will be published in both the May "Safety Fast!" and the May TTT.

5. The Autumn Weekend Arrangements for the Autumn Weekend are progressing well and Organiser, Chris Tinker tells me that he already has 25 entries. The Saturday and Sunday routes have now been mapped and we are promised some marvellous scenery. The Saturday route takes us north of Ipswich and includes two points on the coast. We are promised a visit to a winery and a look at Mike Fisher's Garage. Sunday is very much Constable country day, taking in some beautiful Suffolk villages (that's Lavenham Guildhall pictured on the next page) with a stop for lunch in Bury St Edmunds.

The Tour is being held over the weekend of 5th/6th/7th of September 2008. It is based on the Hotel Elizabeth Copdock, Ipswich, Suffolk. The Bed and Breakfast rates are very reasonable at £35 per person or £45 if in a single room. Dinner on



Friday is around £12 per person, the Sunday carvery is £16 and the gala dinner on Saturday night is around £35, which includes wine. The weekend cost for two persons in a double or twin bedded room works out at around £340.

The telephone number of the Tour hotel is 01473 209988 e-mail [elizabeth.copdock\(at\)elizabethhotels.co.uk](mailto:elizabeth.copdock@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](mailto:pauline.dable@elizabethhotels.co.uk)

You are invited to book now and advise 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](mailto:c.tinker@uwclub.net)

6. The Practical Skills Workshop

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

7. Scottish Borders Tour 17/18/19 August 2009. The organisers of this tour 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. There will be a final "call" for this mid-week event in the May TTT and the May "Safety Fast!"

Article supporting Front Cover Photograph.....

MAKING A COFFIN MORE USER FRIENDLY

Charlie Mac Quarrie TC 7930 Vancouver, Canada

A good way to get more fun out of your TC is to use it more. I have always treated my TC as a daily driver and I've had to deal with some of its shortcomings by making improvements and trying to make them in an appropriate manner. By so doing, the car deals very well with modern driving conditions and in rain and darkness.

The top 10 improvements I have made, ranked from the most significant to the least are:

1) Bucket seats - the first change I made and the most significant; greatly improved comfort, cockpit room and accessibility to storage area. I used seats that were common to many early 1930s cars.

2) Visibility - you have to be able to see where you're going and spot whatever it is that's trying to run into you. Three areas for improvement:

a) Windscreen - the third (center wiper) is a must to clear the screen. Properly adjusted, no complaints with the wipers.

b) Heater/demister/washer - keeping the windscreen clear and the car warm. I raided a wrecked MGB for the hardware after cutting slots in the TC scuttle for the demisters; and a Honda Civic for a really neat period looking heater, (after stripping off the plastic), to fit in the cockpit above the gear box. Washer bottle is in the toolbox along with pump and motor.



c) Mirrors - driving a RHD car in a LHD world requires a real good working mirror for the LHS. I made a LHS arm that works well for the driver and also clears the side curtain when the door is opened.

3) Engine power - a stock XPAG will never peel your eyelids back nor will a street modified engine. However, I added about 15 or 20HP and it made

a really big difference to the drivability of the car.



4) Excess cockpit heat - I made this problem go away by repositioning the silencer with a heat shield above the silencer, insulating the gearbox side of the cover, and carpeting the entire interior of the cockpit with "backed" carpet.

5) Wheels - I got tired of spoke issues so I re-laced the wheels with "buted"

stainless spokes and nipples. Wheels were re-torqued after 3,000 miles and subsequently checked every time new tires are installed. (Lesson learned – it's very important to re-torque new or re-laced wheels after 3 to 5,000 miles. It's surprising how much they bed in and how tight they subsequently remain if they have been re-torqued)

6) Battery relocation - moving the battery to the frame, as pre-war, provided all the storage space required in the battery box for spares and tools. The lid was hinged similar to the tool box to provide access from either side of the car.



7) Fasteners - most grief and destruction comes from things coming loose on the car and falling off or allowing a part to beat itself to death. Having experienced this, I secured every fastener when I rebuilt about 15 years ago. This problem has been completely

eliminated. I used Nylock nuts and lockwire everywhere, but with current chemical thread lockers, such as Loctite, it is now easy to secure the fasteners. Securing fasteners results in a huge reduction of maintenance in a regularly driven car.

8) Front cycle wings - really changed the feel of the car and made it feel sportier. Also eliminated the slight lifting feeling of the front end when the wind got under the swept wings at speed and made the car steer better and have more top end.

9) Ride - to help improve the ride (old hotrodders' trick) I made teflon 1" dia buttons (similar to the TD rubber rear spring) for between each of the spring leaves. Definitely helped the ride.

10) Fuel gauge - always a concern with an unlocked fuel cap. How much is really in the tank? To get rid of the dip stick, I installed a fuel slide float gauge in the top right corner of the tank. Walking by the tank the contents can be checked by glancing at the needle dial gauge face.

These improvements addressed the main issues I've had with my car. I'm constantly plugging away at little things. The one main complaint/annoyance that I have on my list is stuffiness in the cockpit caused by the lack of ventilation when the top is up and the side curtains are in place, often during rain or unsettled or cold weather. There always has to be something on the list! (I have a plan to solve the problem and keep my right elbow dry).

Ed's Note: A really good example of someone who uses his car and has introduced modifications to suit his style of usage. The "Originality Police" would not approve, but then they don't have to drive the car – most of them probably never set foot outside of the museum!

Charlie is currently writing another article about making a new Derrington Deep Note Silencer and I'll look forward to receiving and publishing this.

Perhaps Charlie could also let us into the secret of how he has achieved what seems like a formidable increase in power?



TA Engine Restraints for TA 2073

In the November 2007 Issue of TTT I had an article published on the problems I had with my TA block which needed welding. A few weeks later Brian Rainbow emailed me to say that he noticed that the engine restraints were missing. These are two flexible restraints connecting the front engine mounts to the front cross tube that sits under the radiator. These straps stop the engine moving backwards & forwards. They do not fit them on TB/TC because the link from clutch pedal to clutch arm is via a chain, whereas the TA has a solid link, so any engine movement in the chassis ends up ruining the bell housing. You cannot buy these straps, but they can be made easily. The originals were made of bellac (webbing which flat belts were made off) not obtainable now.

As I am sure that I have seen other TAs without these restraints, I thought that with Brian's approval I would do a short write up.

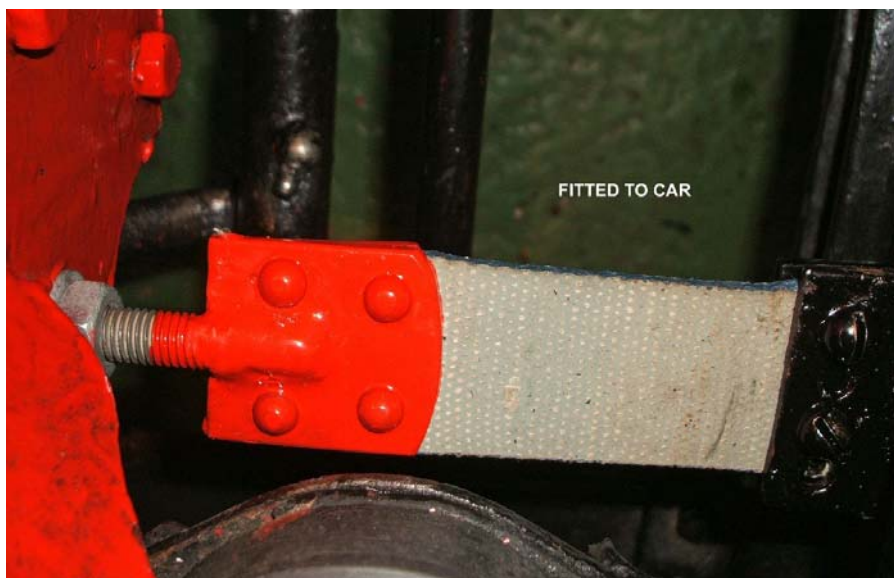
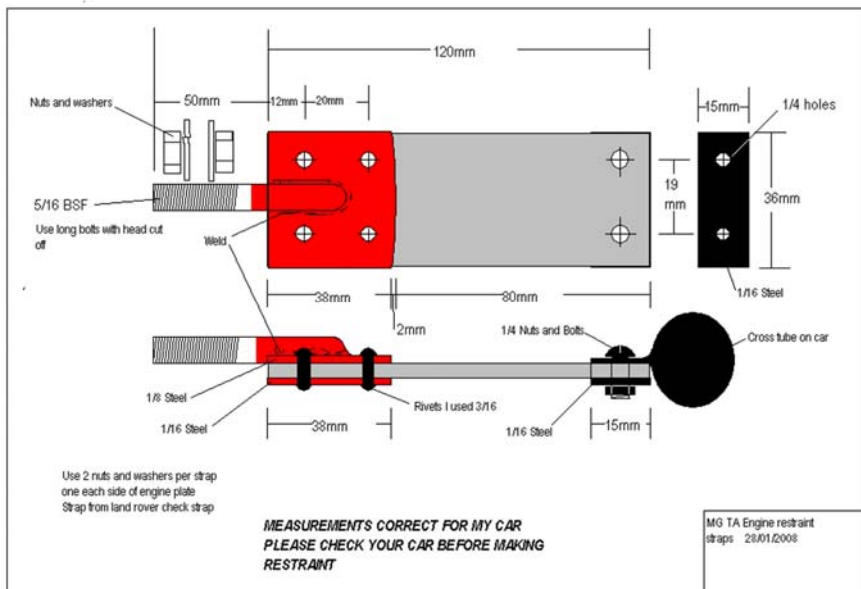
The webbing used is tough webbing used to locate Land Rover rear axles, I got some on the internet at www.hollandrover.co.uk they are rear axle check straps as fitted to early Land rovers.

The metal work is self explanatory if you follow the drawing opposite. I used 3/8 bolts welded to the bracket as it is what I had "in stock". However, Brian's drawing shows 5/16. Rivets were a job to find unless you want to buy a box of a 1000, but in the end I found some at a local blacksmiths. It certainly does look better with rivets, more original.

When you fit these restraints hand tighten the radiator side nuts and then tighten the outer nuts as required, they need re adjusting after a few months to take up any stretch. I have one strap left, If any one wants enough for a pair of restraints I will send it to them on a promise to put a couple of pounds in the next charity box they see.(UK only - Overseas will need postage) First come first served. mg188@btinternet.com

Mick Pay





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.

Core Blimey!

I thought it was worth sharing my experiences with leaking core plugs.

Over the winter of 2005/06 I fitted a 5 speed gearbox to my TF1500, and whilst the engine was out and all was stripped down, I took the opportunity to carry out many other jobs.

Amongst the work carried out on the engine I thought it prudent to replace the core plugs, as I had no idea how long they had been there, or indeed whether they had ever been replaced.

Removing the old ones was an easy task and the seatings and apertures were thoroughly cleaned etc., the block was vigorously flushed and wherever possible mechanically scraped to remove any crud. New plugs were sourced from Peter Edney, as were other engine parts as he was doing an unleaded cylinder head conversion at the time and it made sense to keep all supplies from one source. Taking some advice, it was suggested that the plugs should be bedded in on a thin fillet of epoxy, then hammered in, in the traditional way, then a further fillet of epoxy applied between the plug and the block casting.

The engine, head and gearbox were all reassembled, fitted back into the car, and by April 2006 it was on the road again. No problems!

The car was used extensively during 2006 and 2007 (including the Normandy trip) until it developed a mysterious 'noise' in about August of 2007. This was tracked down to the clutch assembly, and after carrying out numerous adjustments etc., and taking copious advice I was not able to cure the noise.

The next step (with great reluctance) was to remove the engine and gearbox from the car and investigate further. Well, that's another story.....!!

Whilst the engine was out I wiped it down with the famous 'oily rag', and noted to my horror there was a very slight weep from one of the core plugs! This particular plug was situated in the lower row, at the rear of the block. I was pretty disappointed by this, as I had taken great care over the assembly of the plugs some 18 months ago. Closer investigation revealed that it was not weeping from around the circumference as I had anticipated, but there was a tiny pin prick hole in the plug itself!

Seeing no alternative, the plug was drilled and levered out and found to be completely corroded from the inside and around the pin hole was paper thin! The waterway at this point was filled to a level of approximately 1/2 the diameter of the plug with a rusty, thick gungy deposit.

The other plugs were removed, and although they all exhibited a degree of corrosion and the adjacent waterway had some amount of gunge, none were as bad as the failed one.

When the water, which was a mixture of ordinary tap water and antifreeze, was drained earlier, (although no particular notice was taken at the time) my recollection was, that it was clear, flowed freely and had no deposit. Over the past 18 months and 5000 odd miles the car had used almost no water.

The plugs were claimed to be of a thicker material than normal, and Cadmium (yellowy) plated.

Discussing this phenomenon with professionals, 'T' Register colleagues, and other motor gurus, no satisfactory explanation was forthcoming.

Obviously, there are only 3 components at issue here, the plug, the adjacent block and the water.

The new plugs were from a reputable supplier, looked the part and were well plated on both sides and the rim.?

The block has been the same for 50 years.....?

The 'water'.....? Well, I had used ordinary tap water, with the addition of an 'all the year round' antifreeze. This was blue, of an unknown make, purchased from the local motorists shop.

The Clutch was fixed, and the need to get the car back on the road was pressing.

The block was thoroughly flushed, though each core hole, backwards and forwards. The radiator (which showed no signs of corrosion or blockage) was again thoroughly flushed from both directions.

New core plugs were obtained, from Moss this time, which were identical to the others, regarding diameter & thickness, but were Nickel, (silvery) plated. They were replaced, omitting the interior epoxy fillet (discussions about isolating the plug from the block and some electrolytic action taking place.....? Try anything!), hammered in and sealed from the outside.

After much discussion, the 'water' was emerging as the prime suspect. The water previously used was ordinary tap, which several people had suggested was not a good idea, 'rainwater' being preferred, one person suggested de-ionised.

The additive was of an unknown make, and it was suggested that I should use real 'Bluecol'.

There were some suggestions to use a 'water wetter' compound as they contain corrosion inhibitors.

Interestingly, the Bluecol I subsequently purchased, and the previously used unknown make, came in identically sized and shaped plastic containers, with the same caps, the chemical composition was identical in every way, both were blue in colour, the advertising and instructions words were exactly the same!

So, I made up a concoction of, de-ionised water, Bluecol & water wetter to the approved proportions, crossed my fingers and poured it in!

The car is back on the road, and after 500 miles and 5 months there are no signs of leaks, and no water usage. So far, so good!

As an aside, the indicated running temperature is reduced by about 10 degrees C.

Of course I have no way of knowing what is going on inside the block, or whether the plugs are deteriorating in any way.

It would be interesting to know if other owners have had similar experiences, or can shed any light on the matter. Any comments welcomed.

Paul Plummer
TF1500, SNN 517
January 2008



Corroded Core Plug.

The large hole is the one drilled to enable the plug to be removed from the block.

The small hole at the bottom of the plug has been caused by the corrosion. It can be seen that the lower half of the surface of the plug is corroded, and in the region of the hole the base material is very thin.

The upper half is not so badly corroded and beneath the surface layer of rust, the plating can be seen.

WOLSELEY ENGINES INTO MGs

I wonder if TTT readers can throw any light on some decisions made, or not made, within the Morris empire back in the forties? In 1949 the TC was discontinued and the TD introduced, and as we all know, the TD was one and a half hundredweight (196 lbs) heavier. As the XPAG engine remained unchanged at 1250cc, and despite smaller wheels, to maintain performance in top gear, the diff ratio could not be changed from 5.125:1 (although a different axle was used). This meant that the top gear mph/1000rpm dropped from 15.84 in the TC to 14.42 in the TD, which is almost a 9% reduction. What the TD really needed was a larger engine, but as we know, this did not happen until 1954, when the TF was given the 1466cc XPEG engine.

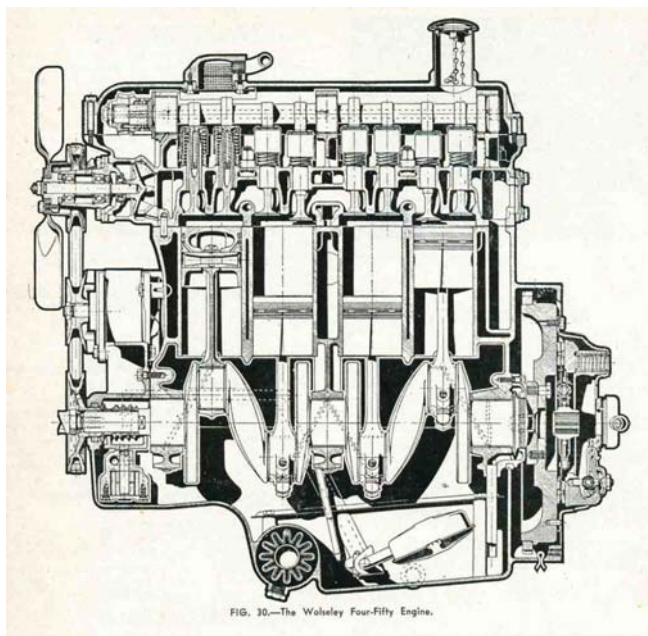
This is where the intrigue comes in, because in 1948 Wolseley, part of the Morris Group, introduced a new model, the Four-Fifty, which had a 1476cc engine. This was a brand new engine, or at least not used in any previous Wolseley, with four cylinders and an overhead camshaft. This feature might be thought to be years ahead of its time, except that Wolseley made overhead cam engines for many years before WW2, and as we know, such engines were also used in the MGs of the time. It is also rather unusual, as Morris stopped using overhead cam engines throughout the group in 1936, although Leonard Lord, who instigated the ban, left the company later in 1936. Anyway, a comparison of the specifications is as follows;

	MG	Wolseley	MG
Engine code or type	XPAG	VC15W	XPEG
Bore	66.5	73.5	72mm
Stroke	90	87	90mm
Capacity	1250	1476	1466 cc
Compression ratio	7.25	7	8.3:1
Carburettors	2 x 1.25"	1 x 1.25"	2 x 1.5" SU
Max power	54	50	63 bhp
Max torque	64	72.3	78 lbs.ft

With a 73.5mm bore and 87mm stroke, the Wolseley engine was closer to "square" than even the XPEG engine, and with the overhead cam one might conclude that it was a rather sporty engine. The 72.3 lbs.ft torque would have been an increase, and even if MG had done no more than fit twin carburettors, they could have improved both the power (considerably) and the torque of the Wolseley engine. The engine was also made in six cylinder format, giving 2215cc and coded VC22W, and this was fitted with twin carbs into the Wolseley Six-Eighty, also introduced in 1948. This car was extensively used by the Metropolitan Police. I have shown a view of the four cylinder engine to indicate the design, and keen observers may

notice that the front of the crankshaft still uses a rope seal and oil slinger plate, with an oil slinger rib and return scroll at the rear. I hope it was better made than the XPAG system! The overhead cam was driven by a vertical shaft at the front. If anyone is interested, the view came from a workshop manual, which was the master copy held by the British Museum, borrowed through my local library. However, the manual itself was published by the Scientific Magazines Publishing Company, an Australian company.

So the question is, why wasn't this new 1476cc overhead cam engine, probably with twin carburettors, put into the TD, particularly as it would have helped with T type racing? TA/B/Cs invariably had to race in the "up to 1500cc" class, which meant their engines were usually 250cc smaller than most other engines in that class. A 1476cc engine



would have redressed the balance, although the 1250cc XPAG engine frequently gave a good account of itself.

It must be admitted that the TD chassis was based on the Y type chassis, which had been introduced in 1947, and for which the XPAG engine had been given a new gearbox. Thus an engine/gearbox package already existed. However, changes were made to the chassis, such as shortening and making overslung at the rear, to give the TD chassis, so changes could have been made to hold the Wolseley engine, together with its own clutch and gearbox. The clutch was mechanically operated, very similar to the TD system, but the gearbox used a column change. This could, however, have easily been converted to centre change, probably with a remote control, obviously removing the need to design a remote control for the Y type gearbox. The Wolseley engine and gearbox would also have been a useful upgrade for the Y type, an even heavier car than the TD, but it is

possible that substantial changes may have been required to the Y type engine bay.

What is strange is the fact that the next Wolseley, the 4/44, introduced in 1952 (until 1956) and another heavy car, did not have the 1476cc engine. Instead, the 4/44 was given the MG Y type 1250cc XPAG/SC engine (with new sump and manifolding, and recoded XPAW), which meant that performance was not electrifying. However, according to F. Wilson McComb, the car had originally been designed to replace the MG Y type, but a last minute policy change made it a Wolseley. This probably explains the use of the XPAG (XPAW) engine, and by 1952 they would have known how good the Wolseley 1476cc engine was, but it doesn't explain why the 4/44 was not given the 1466cc XPEG engine when it became available in 1954. Anyway, it seems that the 1476cc engine was never used in any other vehicle in the Morris Group, and as total output of the Wolseley 4/50 in almost four years of production was only 8955, then perhaps the engine was found to be unsatisfactory, although this would not have been known in 1948.

It is probable that the answers, or reasons, are self explanatory when one knows the full story. Nevertheless, it was interesting writing the article, which resulted from reading a book on Wolseley written in 1949 by St. John C. Nixon. On the very last page of the appendices, which list details of Wolseleys made, both the 4/50 (1948 –1952) and 6/80 (1948 –1954) are mentioned, although shown as being introduced in 1949. They were, however, introduced at the 1948 Motor Show. It was mention of a 1476cc overhead cam engine that got me thinking.

Roger Wilson

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TA1131 was originally a Lancashire Constabulary car and Marcello wondered if the headlights were upgraded by the Police. However, your Editor thinks that this is unlikely. Any contributions gratefully received.

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TC0750 – WORK CONTINUES.....

As usual, I was far too optimistic as to what could be achieved. I had intended to take the rear axle to Brian Taylor's Garage in Shropshire, but a few things got in the way. Never mind, I carried on with some more dismantling, so the garage looks in an even bigger mess than it did before and all Mrs J's attempts to sneak in and have a 'sort out' (so that I wouldn't be able to find a thing) have been met with a very firm "The garage is out of bounds to you!"

I thought that I would have a go at the rear shackle pins and hopefully, I can pass on a few 'pearls of wisdom' from what I've discovered.

The photo on the right shows the nearside rear upper and lower shackle pins with the outside shackle plate removed. Please note the fibre washer on the lower shackle pin. This measures 1 ¼" in diameter and 1/16" thickness and fits on the ¾" diameter shackle pin.

Something which I had not appreciated is that the fibre washer is located just inside the outer shackle plate casting, butting up against the bush. The lower shackle pin bushes are listed as all being the same (Part number 99555 in the TC Service Parts List), but I believe that the Factory shaved off 1/16" from one of the bushes on each side of the car to accommodate the fibre washer. The evidence for this can be seen from the photo on the right of one of the outer shackle plates (described as "Shackle links" in the Parts List). Please note that the bush does not fit right to the end of the casting, leaving 1/16" for the fibre washer. I am absolutely certain about this because I found the same arrangement on both sides of the car and TC0750 has not been disturbed in this area for nearly 62 years – it still has the original shackle pin bushes!

Talking of shackle pin bushes, you will know that Barrie Jones sells the upper shackle pin bushes in polyurethane. These are good quality bushes



and have sold well. The same bushes also fit the front upper and lower shackle pins (the lower needs to be trimmed), so you would need a total of 12 bushes. At the time of writing, I am investigating, with Barrie's help, the possibility of getting the lower rear shackle pin bushes made from polyurethane. The price will be competitive – please let me know if you are interested. Tel: 0117 986 4224.



pin are removed is “keyed” onto the pin. There is a flat on the pin (see photos) and the washer is broached on part of its internal circumference to “marry up” with the flat – you might just be able to see this from the photo – at minimum you should be able to see that the washer (bottom washer) does not have a perfectly round hole. The diameter of this washer (before removal of rust) is 1.63” and it is 0.39” thick. The top washer in the photo fits inside the castellated nut at the other end of the shackle pin and is a lot smaller, both in diameter and in thickness than the bottom washer. I am in the process of getting a quote to have some of the thick washers made (laser cutting is an option) and I am also getting a quote to have the bottom shackle pins made. The washer is shown, but not listed in the MOSS catalogue. The shackle pins I have made will be made in England and the material will probably be EN16. I would hope to get these produced at a reasonable cost, but full details will be in the May TTT. In the meantime, expressions of interest will be welcome. I envisage getting 12 of the thick washers made (6 are already spoken for) and 12 of the shackle pins.

Moving back to the work on the shackle pins, I have removed both upper and lower pins on both sides. The upper is no problem, but the lower is a different matter. Something else that I learnt in the dismantling process is that the thick washer which reveals itself when the large castellated nut and split



The elusive MG TD Mk II pipe to air cleaner manifold and oil-bath air cleaner: What, why, and when?

Steve Swarts Texas, USA

We are all familiar with the phrase, “more than I wanted to know.” This article will likely fall in that category for all but a few Mk II purists.

Of the nearly 30,000 TDs built, fewer than 2,000 were the Mk II competition variant. They were manufactured throughout production, with well over half made in 1952. Over 90% were exported to North America.¹

Abingdon offered the Mk II to respond to those wanting better performance. The engine was the standard 1250-cc XPAG, with Special Tuning Stage One internal engine modifications that included an increased compression ratio, polished ports, larger valves, and stronger valve springs.

Further specifications were written for Stages Two through Five, culminating with the installation of a Shorrock blower.

In addition to the engine modifications, Mk II cars also have two fuel pumps, larger (and longer) 1.5-inch H4 SU carburettors, four additional Andrex friction shock absorbers, a higher rear axle ratio, and one could rationalise, a different apparatus to filter and deliver air to the carburettors.

So, with what breathing apparatus were Mk II TDs equipped when they left Abingdon? About this, there is less conclusive evidence than we might wish, and some rather widely circulated information seems suspect. The lack of irrefutable evidence is further complicated by the fact that many of our cars are not entirely original, a reality we are sometimes reluctant to accept.

Reason dictates that *something* provided filtered air to the larger carburettors and more thirsty Mk II engines. From time to time, the following possibilities have surfaced.

- Nothing. Many old photographs show Mk II engines with no breathing apparatus attached to the SUs. Perhaps they were removed to better photograph the larger H4 carburettors; however, that alone may not account for the scarcity of old pictures showing filtering devices.
- Dry pancake-type air filters might have been attached directly to the carburettors.
- The same pipe to air cleaner manifold and 7-inch oil-bath filter were supplied that were on the “regular” XPAG engines.
- A larger pipe to air cleaner manifold was fitted with the original 7-inch oil-bath air cleaner.
- A larger pipe to air cleaner manifold and a larger oil-bath air cleaner were provided.

Some clarification regarding the Mk II pipe to air cleaner manifold

No evidence was found that dry carburettor-mounted filters were factory installed on any TDs.

MG (sooner or later) provided a larger pipe to air cleaner manifold and a larger oil-bath air cleaner for the Mk II. That these exist and were supplied is fact. Correspondence with restoration shops, parts suppliers, and MG experts confirms that the Mk II pipe to air cleaner manifold and that for the “regular” engine were different. *When* they were provided is not universally agreed.

The Mk II 1.5-inch H4 SU carburetters are 0.75 inches longer than the H2 carburetters supplied on “regular” TDs. Because of its greater length, the Mk II forward H4 SU is too close to the bonnet side to fit an MG T-shaped aluminium pipe to air cleaner manifold; hence, the so-called power bulge.² There is no other purpose for this bulge. Its teardrop shape is too small to assist with clearance of a directly mounted filter on the forward SU. The only purpose for the bulge is the pipe to air cleaner manifold mounted on the longer Mk II SUs.

All of the cars of Mk II owners with whom I have corresponded have the bulge. Four of the oldest were manufactured between January and March of 1951, placing them among the earliest Mk II cars

The larger Mk II pipe to air cleaner manifold has greater bolthole spacing than the standard TD pipe. The boltholes on 1.5-inch H4 SUs and the larger manifold are nominally 2.56 inches apart. The boltholes on the smaller manifold and on 1.25-inch H2 SUs are nominally 2.37 inches apart (**Fig. 1 p.30**).

Both the Mk II and the “regular” pipe to air cleaner manifolds have a short stud near the air cleaner end that protrudes down and locates itself between two ears (fork) on the intake manifold. Two nuts on the stud hold it firm to the fork. It provides support for the manifold and air cleaner so that the torque from the weight of the air cleaner is not transferred to the carburetters.

The casting protrusion that is drilled and threaded for the stud on the Mk II manifold is 0.75 inches further from the front of the carburetters than that on the “regular” manifold (**Fig. 2 p.30**). What is important about this is that a “regular” manifold will be unsupported on a Mk II engine due to the greater length of the H4 SUs.

The diameter of the hole on the flange of the Mk II manifold matches the opening on H4 SUs. The diameter of the hole on the standard manifold matches the smaller “regular” carbs. (**Fig. 1 p.30**).

Some Mk II H4 SUs are found to have elongated holes in the flanges that allow a fit with the narrower bolt pattern of the standard pipe to air cleaner manifold. Early factory photographs and sales brochures do not show these elongated holes; however, a June 1952 *Mechanix Illustrated* article by Tom McCahill includes a photograph that appears to show them.³ A July, 1952 *Autocar* article by John Rabson shows H4 carburetters without elongated holes. Evidence, therefore, could lead to a conclusion that some early Mk II cars used a pipe to air cleaner manifold with narrow bolthole spacing.⁴ Again, a “regular” TD manifold would be unsupported and would impart significant torque to the carburetters.

And the air cleaner?

Tom McCahill wrote in the June 1952 *Mechanix Illustrated*, about the Mk II, "The worst gizmo under the hood is the air cleaner, which is sillier than anything Detroit ever dreamed up. The standard TD air cleaner and branch pipe is used, which is okay for the TD's 1 1/4-inch pots. The Mark 2's 1 1/2-inch, bigger carburettors are choked to death with this rig." ⁵

It would be surprising to find that the 9-inch Mk II air cleaner breathes substantially better than the 7-inch "regular" cleaner. Removal of either would improve passage of air to the carburettors. We may never know which was on Mr. McCahill's car. His use of the term, "standard," may have meant "factory." He removed both the pipe to air cleaner and the air cleaner for timed speed runs.

A 9-inch air cleaner on a Mk II engine is clearly shown on two undated factory photographs in *MG The T-Series The Complete Story* by Graham Robson. ⁶ One picture appears to show the newer oil filter and larger finned aluminium sump, introduced at engine numbers 14224 and 14948, respectively. The pictures prove little. Approximately 50% of all TDs were manufactured after 14948. Conversely, the larger air cleaner may have been on earlier Mk II engines.

Anders Ditlev Clausager, in *Original MG T Series, A Restorers Guide to MG TA, TB, TC, TD and TF*, wrote regarding the introduction of the Mk II, "The 1 1/4in carburettors were replaced by H4 1 1/2in carburettors, the intake manifold was bigger, and a larger air filter was fitted."

In his "Notes on the TD Mark II" ⁷, Barrie Jones wrote,

"The TD Competition Model (as the Mark II was originally known) started out as a factory option, based on the standard TD, but with the following differences:

1. Larger inlet and exhaust valves, stronger valve springs, raised compression.
2. Higher rear axle ratio (4.875 instead of 5.125) as standard.
3. Twin 1½ inch SU carburettors type H4.
4. A larger diameter oil bath air filter (9" as opposed to 8").
5. A power bulge in the offside bonnet side panel to clear the front carburetter.
6. Twin LP fuel pumps, mounted side-by-side on the front bulkhead.
7. Additional Andrex shock absorbers front and rear, mounted on the suspension, but attached by arms to lugs welded on the chassis.
8. Mark II badges on both sides of the bonnet.
9. Chassis number prefixed TDC instead of TD.
10. Later engines prefixed TD3 instead of TD2."

In *Points of Originality: The M.G.T.D.*, F.E. Old wrote about the Mk II, "The original SU type H2 (1 1/4") carburettors were replaced by H4 (1 1/2") units

bolted to an enlarged intake manifold. Incidentally, these were not the same as the H4 carburettors later used on the TF. The first MK IIs retained the standard TD air cleaner, but later a larger version of the same design was adopted."⁸

Jerry Coffman wrote in *TDC*, "At this point, let us examine the widely accepted features originally found on all Mark-II cars.

"Larger Carburettors. These were the 1 1/2" H4 series and were not the same as those fitted to the TF. In order to provide clearance for the air cleaner with these carbs, an extra faring was included in the hood.

"Special enlarged oil bath cleaner. There is evidence that the earlier Mark-II cars were delivered with the standard TD air cleaner. One assumes that this restrictive device could always be removed when racing. Later, the factory did come out with a suitably modified version of the standard oil bath cleaner."⁹

The 7-inch "regular" TD and the 9-inch Mk II oil-bath air cleaners are shown in Fig. 3 on page 30. Both air cleaners will fit on the larger Mk II manifold.¹⁰

Owners of some early Mk II cars relate that they have 9-inch air cleaners, but this writer has not corresponded with a number sufficiently large to deduce a likely starting date or car number. And, the fact that a car lacks the parts today does not mean that it left the factory without them. It was quite common to remove both devices to improve air intake. Likewise, a car having the larger pipe to air cleaner manifold and air filter may have acquired them after it left the factory.

Further muddying the water is evidence of delivery of three-piece 7-inch air cleaners on some early Mk II cars and domed tops on a few of the 9-inch air cleaners of later Mk II engines.

The MG factory parts manual

In Section R, "Mark II Supplement to M.G. Midget (Series "TD/C")", page R.2, the air cleaner listed in the column titled "Commencing Engine No. 17029," is part number 168388. In the "regular" portion of the manual, an air cleaner part number X35063 is given.

Also on page R.2 of the Mark II Supplement, the "Carburettor pipe" listed in the column "Commencing Engine No. 17029," is part number 168437. The original service parts list manual for "regular" TDs (Section J) lists part number X24277 for the pipe to air cleaner.

However, on page R.3 of the Mark II Supplement, "Pipe-air cleaner," part number X24271 is listed as commencing at the first car built, Chassis No. TD0251.

Were there three manifolds?

X24277 for the "regular" TDs

X24271 for Mk II from car 0251 to engine 17028

168437 for Mk II from engine 17029

Engine number 17029 was likely built in early June of 1952, by which time approximately 55% of all TDs had been manufactured.

Whether these entries indicate introduction of the larger manifolds and air cleaners, or record part number changes, or other possibilities, is not documented. There are no numbers on the parts and there are no drawings for Mk II parts in the parts manual.

Historians have noted that the factory used available parts without always strictly adhering to a specified list of components. If old parts remained after introduction of new ones, they were often not wasted. Similarly, if a new part was available, it very well may have been installed before a revised parts list was published.

What should I do about my car?

Many TD owners have reasoned that the factory air intake devices restricted airflow to the carburettors, reducing power. Consequently, more than a few Mk II and "regular" TD owners removed the manifold and oil-bath air cleaner, often replacing them with seemingly less-restrictive dry filters mounted directly on the carburettors. Once removed, the original components were frequently misplaced or lost. Now, those wishing to return vehicles to the state in which they left the factory may have difficulty locating the surviving pieces.

No supplier or restoration company with whom I have corresponded has these parts, and they are not optimistic about having them in the future. "Extinct" is the term used by some.

For some time, this writer has thought it unlikely that the 9-inch oil-bath air cleaner was manufactured solely for the less than 2,000 Mk IIs built. Larger quantities were probably needed to economically produce them. Other cars were manufactured during this period in the Abingdon factory, but research has yet to uncover another vehicle so equipped. And, the manufacturer may well have supplied such an air cleaner to other automobile companies.

One approach is to ignore the issue. These parts won't make the car run better, and unless you are competing in shows against Mk II cars with this equipment, it will probably matter to no one but you.

A defensible approach would be to rely on Section R of the Mark II Supplement to M.G. Midget (Series "TD/C") Parts List. Reliance on that section would support a position that vehicles after car 17208 should have both the larger pipe and air cleaner. Prior to 17209, cars may well have used the small air cleaner; but, as discussed earlier, the "regular" pipe will not attach to the H4 SUs without elongating the holes in the carburetter flanges and it will not be supported by the stud.

Doubt regarding the exact car number to first have these parts may remain for some time, but it is highly unlikely that a judge would mark down a car with Mk II-specific equipment.

John Twist of University Motors wrote to me in 2003, "The 1 1/4" air manifold and oil bath air cleaner are too small to fit the TD Mark II. You'll have to find the original pieces -- but they're out there! The air manifold and air cleaner are specific to the TD Mark II and are very rare (read "expensive") to find."

Mr. Twist was right. In 2004, two Mk II pipe to air cleaner manifolds with 9-inch oil-bath air cleaners were offered for sale on eBay, and another set was offered in 2007. "They're out there."

Addendum

I thank the many Mk II owners, authors, and restoration experts with whom I corresponded for generously sharing their information and experience. I attempt to employ an unbiased approach to research. A scientist who sets about to prove a premise will undoubtedly prejudice the outcome. I am most cautious in use of the words, *always* and *never*, and believe that their avoidance is mandatory when discussing the originality of the MG TD.

This article represents solely the findings of the author. Views by those more learned may well be contrary and correct.

Figure captions (see page 30 for illustrations)

Figure 1. The Mk II pipe to air cleaner manifold (left) has larger openings at the carburetors, greater bolthole spacing, and larger carburetter flanges than the manifold supplied with the "regular" TD (right).

Figure 2. The support stud protruding down to the intake manifold on the Mk II pipe to air cleaner (left) is 0.75 inches further from the face of the carburetters than that on the "regular" manifold (right). Also, note that the casting on the "regular" manifold narrows down considerably at the flange to fit the smaller H2 carburetters, but the Mk II casting does not.

Figure 3. Obvious exterior differences between the Mk II (left) and "regular" (right) air cleaners include the flat top and the greater diameter of the Mk II air cleaner; however, some 9-inch Mk II air cleaners also had domed tops.

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FIGURE 1



FIGURE 2



FIGURE 3





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Ed's Note: Last month's competition proved extremely popular and there was a large number of entries worldwide. Test your skill with this month's!



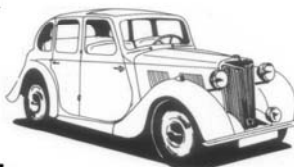
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TECHNICAL TIPS AND SPARES AVAILABILITY

1. Spares Availability All the kingpin sets for the beam axle cars have been sold. Having said that the last batch was definitely the last, I'm going to get another 20 sets made. I expect that these will stay in stock for some time, since most of the demand has surely been satisfied. The price will remain at £65 per set (despite increases in materials), but by the time a sample of the batch has been NDT tested, there is now absolutely no profit on these sets, so there is nothing to be passed on to the Register by means of a donation, as has been the case before.

Wrapped bushes are still available at £6.50 each (£26 per axle set) plus £1.50 for postage.

The pedal return spring sets, obtained from Doug Pelton in Arizona sold out virtually overnight. I have obtained another 10 sets, of which 4 sets have been spoken for. The price has increased slightly this time (since I did not charge enough last time to get my money back!) and is now £13.50 plus £1.50 for postage. Doug is selling some useful bits and pieces - e.g. clips for fuel line for TC at \$2.75 each. I'll publish the full list of clips in the May TTT.

All Doug's items have been validated from an original untouched TC and I know that he goes to great lengths to get things right. I have promised him that I'll get some accelerator return springs made by my spring maker in the West Midlands, so I'd better get on with this.

2. Tips and Hints **Paul Edwards** recently bought a set of kingpins from me and mentioned that MGB front wheel bearing shims can be used to shim the assembly to get the right clearance for the thrust washer. He says that they are a bit oversize on the diameter, but that they do the job beautifully.

Rex Beesley has the Herculean task of rebuilding a TC in Kenya. I'm in regular e-mail contact with him. A recent question was:

"I'm trying to replace the windscreen rubbers e.g.-Is the rubber put on the glass then the ensemble inserted into the frame or rubber in first and then glass?

-Is it better to fit the top rail first to the glass then sides then bottom strip or otherwise?

-sides and wiring then top and bottom?"

I asked the question for him on the TABC List and **Eric Worpe suggested the following:**

“Just a few tips;- try stretching the rubber to elongate its length, this will reduce its thickness. Use soap and water to lubricate the rubber strip which I think should be from 1.2mm to 1.4mm thick. Position rubber strip in frame, stretch and then slide glass in. Release rubber strip from tension, it should creep back and increase in thickness thus holding glass firmly in frame. Excess rubber can then be trimmed off with sharp razor blade when frame is fully assembled.”

Dale Livingston from Catlin, Illinois, USA offered the following advice:

“It has been several years since I did the windshield of TC9749.

First make sure all corner support angles fit up properly, screws are of the right length, threads are good and the frame, when assembled, has all four corners pulling up tight against each other in a perfect joint.

Check to see if your windshield has clearance for the WW wiper mounting bolts that go through the frame.

Leave the corner angles bolted slightly loose to the top and bottom frames. I placed all the frame pieces and windshield face down on my work table. I started by laying the rubber into the groove of the lower windshield frame after liberally wetting both sides with rubber lubricant. Keep the glass centred on the frame and push the glass down into the frame until it bottoms out.

Install your windshield wiper motor wires thru the hole in the left frame, leaving plenty of wire to stretch across the top frame and thru the exit hole of top frame for the motor. Don't forget to leave enough to wire to the motor.

Trim the end of the rubber off to match the corner miter of the lower frame. Wet and lay a piece of rubber into the left side frame over the wires. Trim the lower corner of the rubber to match the end of the frame.

Carefully push the frame onto the windshield glass until it bottoms out. You may have to fiddle with the wires to keep them flat against the frame bottom.

Screw the corner together loosely making sure the screws won't hit the glass when tightened.

The right side of the frame gets put on the same as the left.

With the top frame positioned next to the windshield, route the wires in the frame (hold with small pieces of masking tape if necessary) and out the hole.

Wet and place the rubber on the windshield edge and push the frame down over the glass until it bottoms out.

Trim the rubber corners

Line up the corner screw holes and screw the top ends lightly together.

You can make slight adjustments of the frame and windshield glass with the rubber wet at this stage so align the frames at the corners until you have a perfect fit.

I used plastic "C" clamps spanning the frames and glass to pull the top frame down tightly to the lower frame and glass.

It worked for me. Good luck ! Just don't get in a rush. PS trim the excess rubber off the face of the windshield along the frame edge with a razor blade but try not to score the glass."

Here's how Rex managed the job:

"Managed to get the windscreen together quite nicely but it's a good day's job requiring a lot of patience and not a small amount of cursing! I tried a few different methods but the following worked the best:-

Douse the rubber liberally with soap concentrate, (like from those dispenser bottles) and fit into top frame lining up exactly with both corners, adding a drop of water with a paint brush all along to lube.

Start inserting the glass into frame from the middle, working out bit by bit to the ends until it was in the rubber all along and the wiper cable is nicely tucked in.

We then used brute force by putting the top frame down on a non damaging surface and pushing hard and working the glass into the rubber and frame until about fully in.

Next came the side pieces which were done in the same manner until I had a three quarter assembled frame with the wiper cable well tucked in and through the holes.

Now the fun bit!

I placed the lower frame with the well-lubed rubber inside on the glass and started to press into the frame until the angle brackets could be loosely screwed in place, then with all the other screws loose, I wrapped rope around the frame and made a tourniquet across the assembly to pull the frames together at one end until I had a nice bevel joint at one corner, which was then tightened down to keep it in place, then proceeded to do the same at the other end of the frame with my tourniquet until I finally had all four bevelled corners nicely aligned.

One more squeeze with my rope across the middle made sure that all is secure and seated, then a quick trim with a cutter on the rubber made a nice job. Phew!

Sorry this is long but maybe it can help somebody who doesn't have lots of fancy equipment and clamps etc,?

(Oops! The tense changes from present to imperfect, but so am I!)"

KEY-LEATHER Co. Ltd.

Manufacturers of :

K-L MONITOR Car heater Defroster/Demister

K-L EVENTEMP Radiator Roller Blind

K-L AIRMASTER Fly and Snow Deflector

The KEY-LEATHER Company of 5, Urswick Road, LONDON E 9 was one of three suppliers of heater kits for the TF approved by the Factory (the others were Smiths – model CHS 4532 and Delaney Galley – model S1). The photographs on pages 36, 37 and 38 are period ‘shots’ supplied by KL of their KL A360 model, described as “Special Heater, Defroster and Demister for M.G. TF.”

The caption supplied by KL on the reverse of the photos on pages 36 and 38 reads as follows:

It should be noted that the heater is fitted in the cavity above the baffle board. The baffle board being cut to allow the heater to project about ¼”

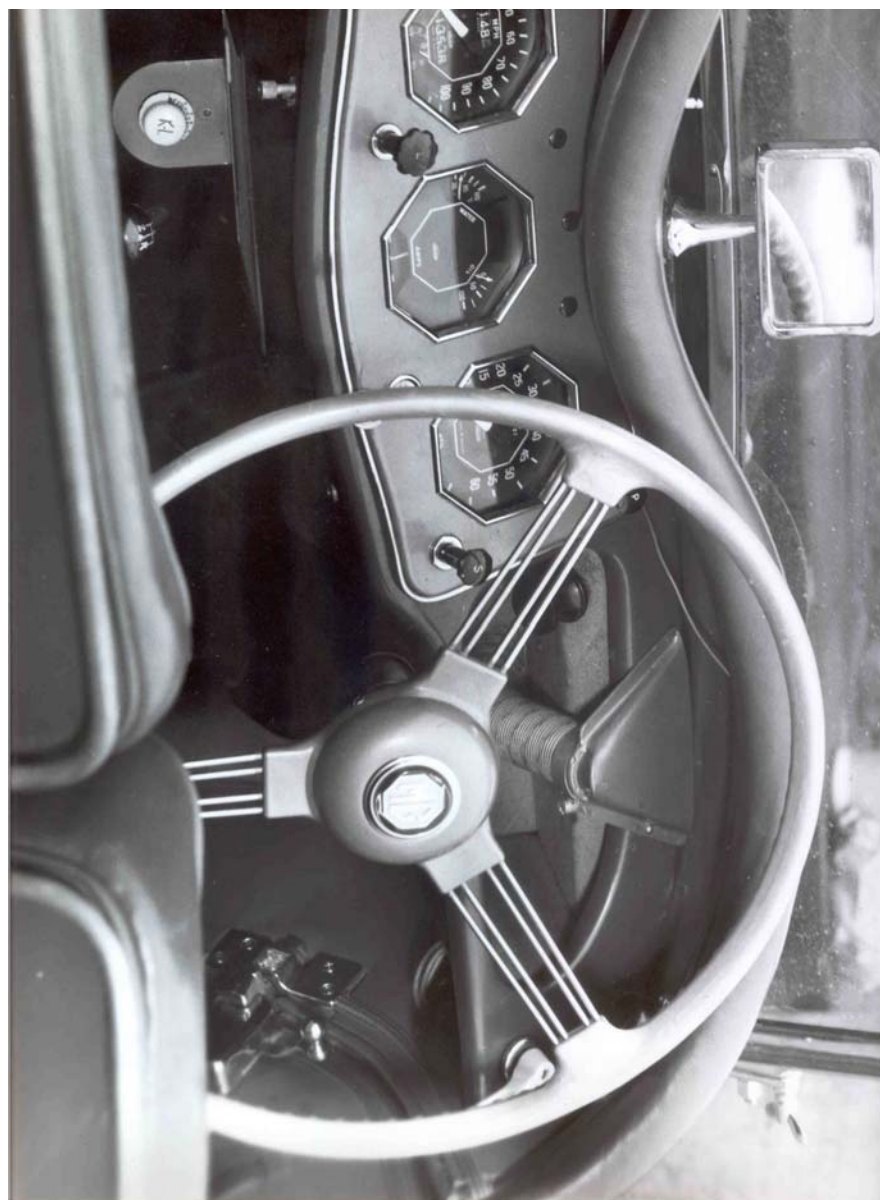
The caption on the reverse of of the photo on page 37 reads as follows:

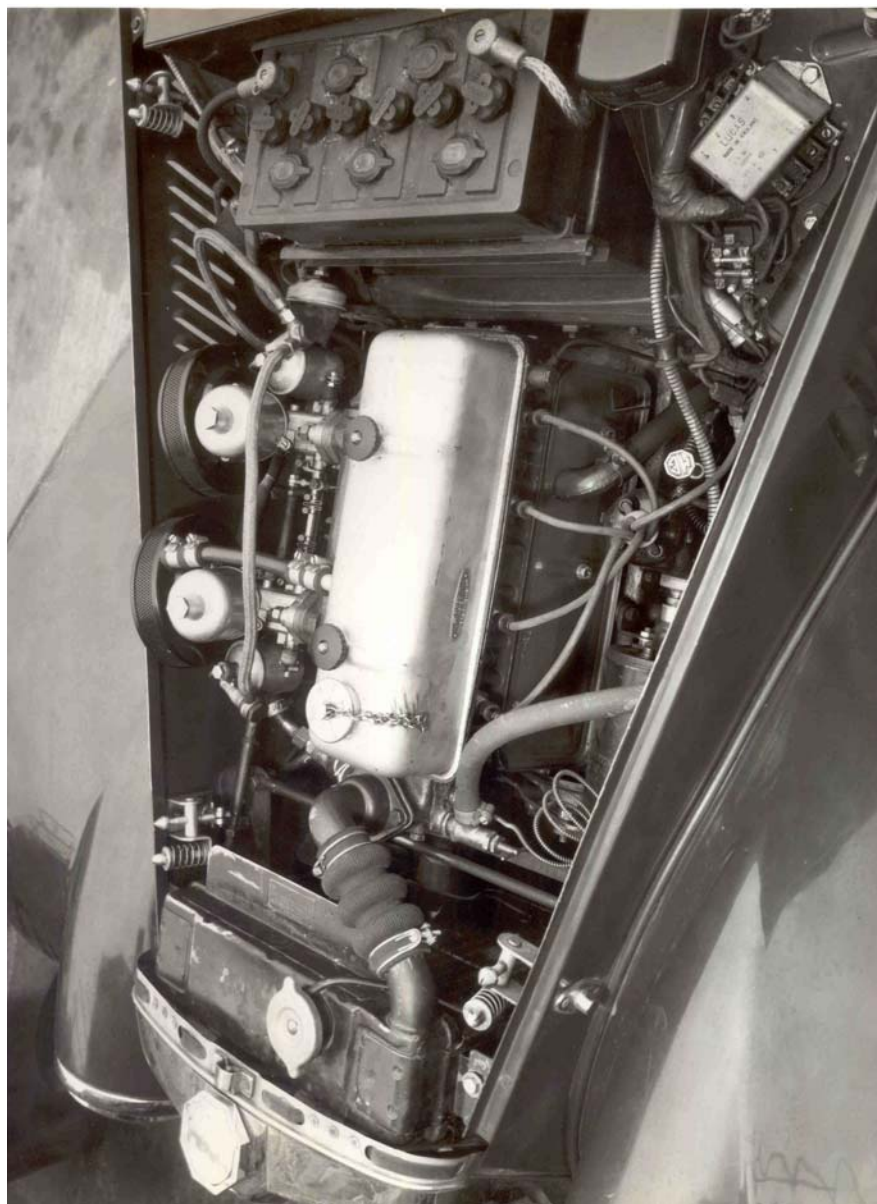
Showing water connections of the KL A360 Special Heater, Defroster and Demister for the M.G. TF

I am extremely grateful to Peter Neal, who started as an Apprentice at Abingdon in 1954, for the loan of these photos. Peter is doing some sterling work, along with Colin Grant, whose father used to work at the Factory, in sorting and cataloguing the vast number of photographs which the MG Car Club holds.

Some Apologies!

1. To those of you who have sent me copy, but have not had it published, I apologise. I am in the fortunate position of having more copy for this Issue than was actually needed. You will get priority in the next Issue.
2. To those of you who have sent me an e-mail and have not had a reply, it could be down to the unfortunate fact that my e-mail seems to have a mind of its own and decides which messages are going to get through and which ones won't. If you don't receive a timely reply, try sending to [regalia\(at at\)register.org](mailto:regalia(at at)register.org) (substitute @ for at at).
3. Finally, I'm sorry that this Issue is late – must try harder!







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