



TC 2420, Wilfried Lisson, South West Germany



Tel: 01279 876 976  
 Fax: 01279 876 428  
 info@peteredney.co.uk



Leaden Roding  
 Essex CM6 1QQ  
 www.peteredney.co.uk

## T-Type Specialists

We are one of the leading MG T-Type specialists in the UK. With an enviable reputation for quality and with unrivalled knowledge of the T-Type model, we provide the MG owner with the support and confidence to keep their beloved MG's in fine fettle.

### Servicing



### Restoration



The Team

### Car Sales



### Engine Rebuilds



## Mail Order Parts

We offer a next day delivery service\* within the UK, please call or email us with your order.

### T-Type Parts:



5 Speed Gearbox Conv. from	£ 822.50	Big Bore Exhaust TB & TC	£ 210
VW Steering Box Conv.	£ 646.25	TA-TC Rear Lamp Cluster	£ 95
TC Master Cylinder (each)	£ 135	Areo Screens (each)	£ 65
TC Front Wheel Cyl. (each)	£ 90	TA- TC Side Mirror and Arm	£ 140
TC Rear Wheel Cyl. (each)	£ 85	Rear Hub Nut Conversion	£ 60
TF Front Wheel Cyl. (each)	£ 50	Gearbox Rebuilds from	£ 1,055



### XPAG Engine Parts:

Lead-free Head Conv.	£ 410	Bottom End Gasket Set	£ 20
XPAG Engine Refurbs	£ 4,100	Rear Lip Seal Conversion	£ 164
Sports Cam Shaft	£ 285	with shaft repair kit	
Modified Cam Followers	£ 10	Front Lip Seal Conversion	£ 9.40
Piston Sets from	£ 195	Improved Rocker Cover Gasket	£ 6.50
High Tensile Conrod	£ 94	Improved Side Cover Plate Gasket	£ 6.50
Nuts & Bolts		Modified Valve Stem Seals	£ 9.40
Spin-on Oil Filter Conv.TD/TF	£ 50	Payen Head Gaskets	£ 35.25
Spin-on Oil Filter Conv.TC	£ 94		



All prices include VAT  
 \*Subject to availability



D Light  
 not included



## Nationwide Collection and Delivery

We now offer cost  
 effective collection  
 and delivery from  
 around the UK



MasterCard

VISA

Maestro

SWITCH

# THE EDITOR

Welcome to Issue 27! I can't believe how fast this year is passing and I am ashamed to say that I have done little on the cars. Even worse, I've not driven one for ages. The computer screen seems to occupy more and more of my time just lately.

I've still not had chance to do the Index of TTT articles from Issues 1 to 25 but it's certainly my aim to get this done over the next two weeks, in time to get it printed and make it available at Silverstone. Talking of which, I'm not going to advertise a formal rota this year for running the 'T' Register stall, situated in the Main Club marquee, but if you feel like lending a hand, just pitch up and I'll be pleased to see you. It's far more important that some more of you volunteer to help with the Register car park (call Chris Sundt on 01308-482782) – we have just one volunteer at the time of writing – and also we still need more volunteers to help in the running of the Arena on the Sunday (see page 6).

If you are coming to Silverstone this year and plan to be there on the Friday, you will be welcome at our late afternoon 'natter'. I shall be there for an hour or so with Tom Wilson (owner of TC0272 and TC0273) from Indianapolis, but I have to dash away to attend the V8 Dinner. John Steedman will take over from me and drive Tom to Sulgrave for the informal T-Typers' dinner. We shall also be pleased to see Bob Grunau and his party from Canada – Bob is bringing over some of his "goodies". These will be available on the 'T' Register stall.

It's always been a proud boast of mine that I have never had to struggle for copy for TTT. Sometimes the 'well' might look .....(continued on page 4)

Editorial	Page 3	Cover photo (TC2420)	Page 5
T Register news	Page 6	TA rolling road test	Page 11
The TD 2000	Page 14	Cracks in the chassis on beam axle cars	Page 17
Wolseley engines into MGs (follow up)	Page 18	More on paint problems	Page 19
Electronic conversions for vintage and classic distributors	Page 21	The KL Heater in the TF	Page 23
TC2033's owner meets TC2034's owner	Page 25	Questions to and Answers from the TD/TF Technical Specialist	Page 28
"From The Frame Up" Parts List	Page 32	Other Spares News	Page 36
Items For Sale	Page 37	T Register Committee	Page 38

as though it is going to run dry, but it's amazing how something always turns up. I'm again in the happy position of having more copy than I need and once again I have to apologise to those of you who have sent in copy which has not yet been published.

Peter Edney tells me that none of you got the right answer to the competition in the March TTT, so I've repeated it again on page 27. If nobody gets the right answer this time, I'll put you out of your misery by publishing the answer and we'll have a new competition for the July TTT.

Now for some events information. The 'T' Party is advertised on page 7, but as I type this, I've just received some further information from organiser, Tony Blake, who says that "Full co-operation is promised from the local Light Aeroplane Association who reckon they will be able to bring about twenty odd aircraft to the day. We have also confirmed that we can set up a baby gymkhana course next to the picnic site, all safely separated by an earth bank. This will be a short course and the idea is that anyone who has never tried a gymkhana drive before can have a taster and for those to whom this is meat and drink, it's a good way to relax after lunch!"

On 10<sup>th</sup> August the annual Pendine Dash event is being held. Starting from St Clears, the route takes you through the heart of Pembrokeshire, before visiting beautiful coastal areas with views of unspoilt beaches and coves. You will be taken to parts of Pembrokeshire not normally experienced by visitors. The finishing point is Scolton Manor, a Victorian House giving a fascinating insight into Pembrokeshire life of the times. Proceeds from this year's Run will go to 'MacMillan Cancer' and 'Cars for Carers'. Route Book (and a map!), Rally Board and cream tea at the finish will be provided. Entries limited to 120 MG cars, Cost per car is £16.50. All entries to be sent to: Neil Thomas, The Hollies, Gumfreston, Tenby, Pembrokeshire, SA70 8RA by 10<sup>th</sup> July 2008. Contact by e-mail [pendinedash\(at\)hotmail.co.uk](mailto:pendinedash(at)hotmail.co.uk) or by Tel: 01834 845244.

Further afield (a lot further!) Bernie Wood has asked me to give some publicity to the 2009 (17<sup>th</sup> – 23<sup>rd</sup> January) Whangarei National Pre-56 MG Rally which is based in New Zealand's famous Winterless north. Whangarei, Northland, New Zealand ([www.whangarei.co.nz](http://www.whangarei.co.nz)) located approximately 145km north of the Auckland City Centre, and 90km south of Paihia, Bay of Islands. The Rally is a social event designed to get cars out of garages and onto the road, it provides a regular meeting place and forum for members to compare cars and swap information. Attendees will not be overloaded with things to do, so they have time to relax and talk.

I cannot possibly do justice to a full description of the event in these brief paragraphs, but if you take a look at The Auckland MG Club's website at [www.mgclub.org.nz](http://www.mgclub.org.nz) you will find up to date information about the event, which has proved popular with visitors from Australia, USA and the UK.

## Cover Photograph – TC2420

TC2420 is number 10794 on the Register. It was produced by the Factory on 20<sup>th</sup> March, 1947. XPAG 3104 was fitted to this car and it still has the original engine.

TC2420 has been in Germany for eleven years and Wilfried

Lisson has owned it for nine of these. Prior to arriving in Germany, the car spent time in Canada before being re-imported by Barry Walker.

Wilfried says that the car is not a showroom car (it looks pretty good to me!) but is in healthy condition and ready to go. It certainly is “ready to go” having had a complete overhaul by engine expert Franz Wanner and it sports a Shorrock supercharger. Alfin type brake drums improve stopping power with pressure applied through bronze cylinders all round. Datsun steering box (applauded by some, frowned on by others) makes for easier handling, says Wilfried. New hubs, axles and wheels have been fitted with safety in mind.

This TC is used (as all T-Types should be) and it has travelled to Scotland, Ireland, France, the Alps (Stilfser Joch, Timmels Joch, Grossglockner, etc) and Italy.

A very nice and usable TC!



### 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'REGISTER NEWS** (Compiled by John James)

**PAST EVENT** 'Rebuild' 2008 was a tremendous success with an attendance in excess of 150. This is a record number for this event, due entirely to the appearance of Michael Sherrell.

A report of the proceedings was given in the May Issue of "Safety Fast!" and there will be articles covering some of the presentations in future issues of TTT.

## **FUTURE EVENTS**



### **1. Silverstone '08**

We will again be hosting the Friday evening 'natter' from around 5.00pm in the paddock area in the marquee adjacent to the XPAG Specials display.

Refreshments will

be provided.

The Register stand will be up and running first thing on Friday morning and will close around 4.00 pm on Sunday afternoon.

We will be pleased to welcome all visitors, especially those who have come from afar.

## **A Call for Help in the Arena**

Bill Silcock has volunteered to co-ordinate the Arena at Silverstone 2008. He needs help on the day to enable the planned events to run smoothly.

The 'T' Register has offered to provide help for him on the Sunday of the event (15<sup>th</sup> June). The MGF Register is helping him on Saturday.

Bill managed to get a small number of people signed up for the Sunday at 'Rebuild', but he needs more people to make things run smoothly. We need about 10 people so as to provide cover for breaks etc. There will be Silverstone entry concessions for these helpers.

We need people to help with basic organisation around the events in the arena: the complex events should mostly be self supporting although

Abingdon Works Centre could need some help with the Gymkhana. Provisionally Bill intends to split each day up into two sections: 10-00 till 12-00 or 12-30, and 2-00 till 4-00 or 4-30. Chris Sundt (01308-482782) is the contact within the 'T' Register if you would like to sign up.

## **2. The 'T' Party (Sunday, 6<sup>th</sup> July '08)**

This year's 'T' Party will be held at Henstridge Airfield in association with the South West Centre's MG Auto and Aero day. Henstridge is about half way between Shaftesbury and Sherborne and the Airfield is one and a half



miles east of Henstridge on the A30. The photo was taken at last year's gathering at Oaksey during a brief lull in the rainstorms.

I am pleased to hear that we will be getting some support from the Devon and Cornwall Centre, whose members will be at the Powderham Castle event on the Saturday.

Admission is £8 per car and the gates open at 10.45am. A Barbeque is available (but you can bring your own food if you wish) and tea/coffee is also 'on tap'. There will be a 'fly in' by local aero clubs and you are welcome to compete in the (optional) gymkhana.

A collection will be made on the day for the Somerset and Dorset Air Ambulance.

Tony Blake will be delighted to send you an application form. He can be contacted by phone on 0117 979 0108 or by e-mail [tonyblake38\(at\)hotmail.com](mailto:tonyblake38(at)hotmail.com) (substitute @ for at).

## **3. The Autumn Weekend (5/6/7 September '08)**

I've just spoken to Organiser, Chris Tinker, who says that he is well ahead with the arrangements and is in contact with the relevant Route Liaison Officers of the Motor Sports Association (MSA). Our Saturday and Sunday runs (normally round trips of about 100 miles each day) are classed as "Touring Assemblies" for the purpose of obtaining an MSA permit.

We have reserved 60 rooms in the hotel and 40 of these are taken at the time of writing. On the current trend of bookings, we should easily fill all 60 rooms.

Just a reminder of the Autumn Weekend arrangements:

*Totally T-Type, May 2008 7*

The Tour is being held over the weekend of 5<sup>th</sup>/6<sup>th</sup>/7<sup>th</sup> 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(at)elizabethhotels.co.uk) The Reservations Manager is Pauline Dable and our Event Booking Ref is: **BK 16308**. 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(at)uwclub.net)

### **Practical Skills Workshop (11th October '08)**



Final details have yet to be decided but the core item will be a complete XPAG engine assembly, majoring on the finer details which are essential to get right. There are also likely to be sessions on mods and improvements to your T-Type and also the "always in demand" sessions on carburettors and ignition timing.

The maximum allowable attendance looks to be 36 and the likely entrance fee for the day is £40, which includes all refreshments and a super lunch (with a lot of help from our 'in house' caterers and our up-market suppliers!).

We should have all the arrangements finalised in time for publication in the July TTT.

### **Scottish Borders Tour 17/18/19 August 2009**

This tour is a **mid-week** event in **2009**. It is necessary to hold the event mid-week as it is impossible to secure weekend accommodation, due to advance booking (for years ahead) by salmon fishermen The Ednam House Hotel (*pictured on next page*) is filling up fast and the numbers have recently been swelled by five cars from Switzerland.



The organisers are John and Claudette Bloomfield and they can be contacted on either 01992 576357 or 01890 882445, – if you don't get a reply on one of the numbers, you should get a reply on the other. The cost of this event is estimated to be £550; this is



for two persons for three nights and includes the entrance fee. An application form is included on the 'T' Register website under 'News' items or can be obtained by phoning (as above).

In order to secure the accommodation, we will need to firm up the booking by the middle of July this year. We are reasonably confident that we can do this if we get just a handful of bookings more.

There are some members, joining the Tour, who live locally and do not therefore need hotel accommodation. They will receive a separate communication early in 2009.

# Fishers Garage

## Walberswick Suffolk



Specialising in high quality restoration  
from MMM to MGB  
with full photographic record

Large selection of new  
and secondhand spares

Select cars for sale  
Pre purchase inspections

For an informal chat call Michael Fisher 01502 723237  
Email: [tipple@globalnet.co.uk](mailto:tipple@globalnet.co.uk)

# A T-TYPE WELCOME IN NORTH YORKSHIRE



'Regulars' who participate in Autumn Tours run by the Register will know that Grant and Barbara Humphreys have started a new venture as hosts of The Old Vicarage in West Witton, near Leyburn, North Yorkshire.

The Old Vicarage is a Grade II listed residence, parts of which date back over 300 years and provides guest accommodation with extensive views from all

rooms. The house is situated within the Yorkshire Dales National Park in the heart of what is popularly known as 'Herriot Country'. It is 3 miles from Leyburn, 4 miles from Aysgarth Falls and 13 miles from the busy market town of Hawes.

The house has a private car park and extensive gardens to the rear for the exclusive use of guests. It provides bed and breakfast accommodation for up to ten people in the five en-suite rooms.

Those who attended and enjoyed the 2006 Autumn Tour based in Harrogate discovered (many for the first time) that the Yorkshire Dales are a perfect venue for the classic car enthusiast. As organisers of that Tour and now recently arrived 'locals' to the area, Grant and Barbara are able to advise on scenic routes and many places of interest to visit.



You can find further information about The Old Vicarage by visiting [www.dalesbreaks.co.uk](http://www.dalesbreaks.co.uk) The e-mail address is [info\(at\)dalesbreaks.co.uk](mailto:info(at)dalesbreaks.co.uk) (substitute @ for at) and the telephone number is 01969 622108.

The postal address is The Old Vicarage, Main Street, West Witton, LEYBURN, North Yorkshire DL8 4LX. The photo (above) shows Grant and Barbara's TF (WSU 875) parked at The Old Vicarage.

**MG TA ROLLING ROAD TEST 17 MARCH, 2008**  
**SIGMA ENGINEERING, GILLINGHAM, DORSET**  
**TESTER: PETER LANDER**



**Technician, Tom Botterill checks the exhaust temperature. Sitting in TA3116 is Tester, Peter Lander. In the background are Register Secretary, Chris Sundt (left) and fellow TA owner, David Heath.**

The purpose of the session was to tune a TA with original MPJG engine (rebuilt and run in) on a rolling road. *The underlying objective was to establish the basic parameters for carburetion and timing using today's 95 octane unleaded fuel. This can be used when setting up newly rebuilt MPJG engines.* The car tested is owned by Martin Moore, who told us that the car's engine was rebuilt by Speyer & Walker in 2001 and 6,000 miles had been covered since. Compression test was 140 psi +/- on all cylinders.

On arrival, the car was tested to find:

the ignition timing was set about 25° BTDC at *idle* and 55° advance at 3000 rpm.

*The carburettors were using AC needles (standard) and pancake filters.*



The ignition was judged to be too far advanced and was reduced to standard while carburetion was sorted.

The AC needles gave far too lean a mixture at higher revolutions *with pancake filters*. After trying a 'No 4' needle, a 'No 2' was found to give good results. This gave a much richer mid range and richer top end. There was now approximately 13 to 1 air/fuel ratio across the range, *giving acceptable exhaust manifold temperatures and lambda values (an indication of fuel burn efficiency in the combustion chamber)*.

The ignition was then adjusted to 4° advance at tickover and 31° max advance at 3000rpm. The distributor *appeared to be* equipped with 12° weights, which would give 24° advance at the crank (plus some for wear to get from 4 to 31° advance?).

37° max advance was tried, but Peter Lander thought this was unnecessary and a bit risky. Depending on the individual engine, a max advance of between 30° - 35° would be preferred.



**Tester, Peter Lander keeping a close eye on the test equipment readings – nice Jag XK in the background!**

The pancakes were then changed for an original Factory *air cleaner* and manifold.

Using the 'No 2' needles it was generally too rich, as expected. Using the

AC needles, it became too weak at higher revs. Plotting needle graphs afterwards, an M1 *needle* (one stage richer) would probably have been more suitable.

Air cleaners and associated trunking have a decided effect on air flows and thus the carburettor needle. Using an original type air cleaner and AC needles may have contributed to cylinder head overheating.

Plugs with projecting nose were also tried (NGKBP6HS) *as the standard plugs are significantly recessed into the cylinder head, possibly affecting fuel burn characteristics*. These advanced the ignition 2 or 3 degrees, but did not appear to have an advantage, so standard (B6HS) plugs were *put back*.

Although maximum power output was not the purpose of the testing, 50 BHP was touched a couple of times at the wheels. This was not sustained, in order to preserve the 69 year old engine, but 50 – 55 BHP at the flywheel was probably present (Factory 50 BHP).

## Conclusion

*A newly rebuilt standard MPJG engine should be set up with No 2 needles if pancake filters are used or M1 needles if the standard air cleaner setup is used. Timing should be set to give about 4° advance at idle and 30-35° maximum advance at 3000rpm.*

*While this is a good starting point, every engine is different and once run in these settings should be fine-tuned to get optimum performance.*

Our thanks to Peter Lander of Sigma Engineering, Gillingham, ably assisted by technician, Tom Botterill. Thanks also to long time TA owner Dave Heath, who has done a lot of work on this subject and wrote the report and to Register Secretary, who added the conclusion. Finally, we

must not forget the owner, Martin Moore, who volunteered his car for the test.



Photo (left)  
**Discussing  
the results  
– owner,  
Martin  
Moore is on  
the left.**



## **TD available once again in the UK**

Although the latest TD to hit the market cannot match the original for authenticity it is nevertheless interesting to see that the “T” type has an endearing allure that prompts its re-birth from time to time. The TD is available on these shores once again, even though this time it's built in Malaysia. Well, even MGs are now built in China!

This particular story started in America where Classic Motor Carriages and British Coachworks Ltd. produced a TD copy with glass fibre body panels in the 1980s. It is possible that some of the body tooling came from Daytona Automobiles, Florida, who once sold Fiberfab produced VW conversion kits known as the MIGI. The moulds were taken from a TD and it was claimed that they were interchangeable with the real thing.

In the 1980s after Ross Marshall, a Jaguar dealer, imported the jigs and moulds from America into Australia, some seventy five Nissan-powered TD replicas were built. This vehicle boasted a two-litre engine with five speed gearbox and disc brakes. When recession hit in 1987 the project passed to Australian Classic Cars and was marked as the TD 2000 through regular Nissan dealers.

This car marked its re-launch at the Sydney Motor Show in 1988. It was essentially a better-built car, still using a 2-litre Nissan engine, with the rest of the car being locally produced in Ararat Australia. Only a few saw the light of day before financial problems put the TD 2000's second owner out of business in 1990.

The Australian coach builder, A.F Gason, bought all the TD assets and went on to sell around 90 of the TD 2000s in Australia and overseas.

When things slowed down, a group of Malaysian entrepreneurs headed by Eddie Teo, the boss of Malaysian car importers Inchcape, bought all rights and tooling for the vehicle and formed TD Cars Malaysia.

The car was redesigned as rear-drive and featured a 2-litre 16-valve four cylinder engine and gearbox sourced from Toyota and the front and rear axles from a Ford Falcon modified to fit.

At first glance it was said that this much updated model bore a very close resemblance to the original TD, despite being a made-in-Malaysia interpretation.

In May 2001 the first private import UK TD-2000 arrived via Bristol docks. The owner Mike Adams wrote up his favourable experience with his TD-2000 car in the May 2002 issue of Enjoying MG.

Since this time TD Cars (Malaysia) have now added Great Britain to its export countries and a couple of dealers have stated to sell the TD2000, such as ETA (GB) Ltd.

The "Independent" newspaper ran a review of a UK registered TD2000 and was favourably impressed by the acceleration and relaxed high cruising speed but noted that the lack of airbags, power assisted steering, ABS brakes, and electric stability control makes for slightly anxious driving. Well at least it comes with seat belts!

The Independent report by Sean O'Grady went on to say;  
"The archaic-looking bodywork is mostly glass-fibre, with steel used in the bonnet, for example, and it sports an authentic-looking set of wire-spoke wheels. (Even though the original TD came with steel wheels).



There's a nice MG TD-style "double fronted" dashboard, and you get leather seats - in the case of our test car, in a pleasing shade of red. There's no boot as such, just a lockable cubby behind the rear seats. The instruments are oldish-looking as well, although the italic typeface hits a bum note (sans serif would have been much more authentic).

As for the mechanicals, there's new and old in there, too. The modern 2.0-litre four-cylinder Toyota engine is mounted in the traditional fashion - "in line" rather than sideways and driving the rear wheels. There's independent front suspension by wishbones and a "live" leaf spring arrangement at the back, not so different to MGs of old.

Let's do the charm bit first. Obviously the TD 2000 looks very, very cute. At a glance it resembles the original, and even if you soon realise that it's a modern take on a dear old classic, it doesn't really matter so much, because it's so well done and it just seems so appealing in a generic old-timer sort of way.

You soon get used to the low down, sitting-in-the-bath driving position, so you'll be quite unselfconscious about piloting it, even through a busy town. But the constant barrage of attention it draws, which is unfailingly affectionate, never lets you forget that whatever else it is, your MG replica is going to melt hearts. Just like real MGs always did, this TD lookalike adds to the gaiety of the nation, which is no bad thing.

It can sound a touch jarring, though; the high-pitched revving of the Toyota unit is a little out of character. The price you pay for not breaking down, I suppose.

The TD 2000 is perfectly content cruising at such speeds, although I have to say that, hood up or down, it is pretty noisy. The radio/CD player didn't function properly on my test example, but it wouldn't have been much use at those speeds anyway. The TD 2000 is no wind-tunnel champ. While it has quite a high claimed top speed, I can't imagine anyone wanting to go there. It took me ages - 20 minutes, shall we say - to get the top up and down properly. Now I know why they invented the electric hood.

You might also bear in mind its lack of contemporary, taken-for-granted safety kit.

For £25,000, there are vastly more able cars out there, but the TD 2000 is more an indulgence than a serious contender against, say, the BMW Z4, Mercedes SLK or Alfa Spider. A Caterham or a Morgan may look old, but their engineering is more up-to-date and they are much more accomplished performance cars. The TD is an expensive time machine. Don't forget your ration book."

It is interesting to take a look at the manufacturer's website [www.td-2000.com](http://www.td-2000.com) where you can view the car, check the specification and, most interestingly, take an "Assembly tour". Interesting pictures of; number 4 - the "welded chassis" and number 5 - the chassis with engine, show how close to the original things are before modern engine and running gear and fibre glass body panels are added.

**Jonathan Goddard**

**Ed's Note:** Everything to one's taste or *chacun à son gout* as my schoolboy French tells me, but I do struggle to come to terms with creations such as this – I'm not really miserable.....honest!

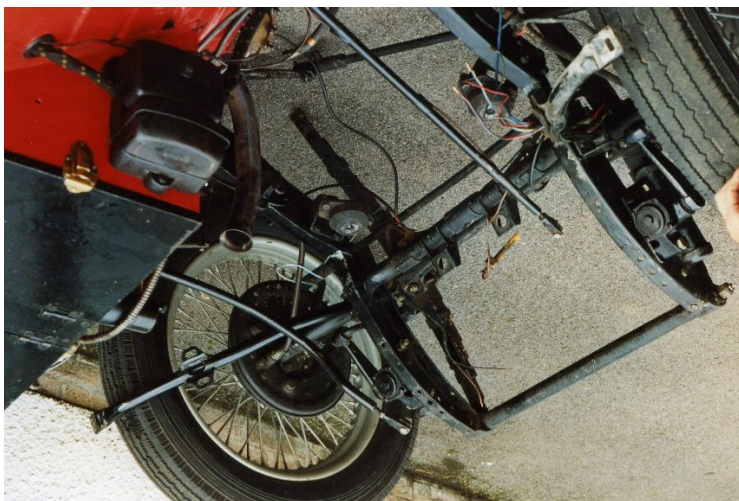
.....and now for something different from Peter Jones!

"Found a couple of snaps that date from the mid 1990s.

Edward Kirkland drove his TB down Brockley Combe to visit and complained of wayward steering. On examination, the chassis seemed to be a bit stressed as the 'photos depict. (The bottom photo shows what happened when the engine was removed)

My TC suffered a crack in nearly the same place—where the internal strengthening finishes—started on the top, under the wing where you can't see it, then runs down the outside—I caught mine a bit before it got as bad as this but suggest others may care to check for cracks.

Edward's car was welded up - as far as I know, it's been as good as new".



# WOLSELEY ENGINES INTO MGs

Since writing my article (*March 2008 TTT*) about the Wolseley VC15W 1476cc engine, in which I also mention the VC22W 2215cc engine, I may now be able to answer my own questions!

I have since talked to a Wolseley owner who used to have a model 4/50 (and still has a model 6/80), and it appears that the car was slightly under-powered and the engine suffered from a serious fault. Apparently the exhaust valves would burn out rather quickly, sometimes after only 10,000 miles, and this was found to be the result of two problems. The cooling of the valve seats in the cylinder head was inadequate, and the design of the tappet adjustment was such that it prevented the valves from rotating. This rotation is normally quite slow, but is considered to enhance the life of the interface between ground-in valves and their seats. Modifications were undertaken to improve the cooling in the cylinder head, but nothing could be done about the lack of valve rotation; thus the changes only eased, rather than cured, the problem. The result was that only 8,955 Wolseley 4/50 cars were sold over a four year period.

With the Wolseley 6/80, with the VC22W six cylinder engine, my owner contact advises me that the story was slightly different. The engine suffered from the same problems, but was rather powerful and gave the 6/80 car a very good performance, which is presumably why the Metropolitan Police bought it. The car was also bought by the Bristol, Hertfordshire, Hampshire and Swansea Constabularies. The same modifications were undertaken to the cylinder head, with the same result, but as 25,280 model 6/80 cars were sold over a six year period, then the high performance of the car must have been enough for owners to endure regularly grinding in the valves. The Metropolitan police had a slightly different approach to the problem, as they bought several spare cylinder head assemblies for their fleet of cars. Thus when it became apparent that a car needed its valves grinding in, a spare head assembly would be quickly fitted, and the valves ground in on the removed head for use at a later date. I have also learnt that the Metropolitan Police bored out the engines of some cars to 3000cc, to gain even more performance.

However, regarding the point of my article, the problems with the exhaust valves burning out would not have been known when the four cylinder 1476cc engine could have been considered for fitting into an MG. Also, since writing my original article I have discovered the "6/80 and MO Club" website (which includes the 4/50), which I did not find initially as I asked Google to only check UK websites. This time I asked it to check worldwide. Anyway, the website mentions that Lord Nuffield was not prepared to invest more money to resolve the engine problems as he knew that BMC engines would soon become available. This would be following the Austin/Morris amalgamation to form the British Motor Corporation, after which Leonard Lord would have made sure that Austin engines reigned supreme (and they were probably better engines).

**Roger Wilson**



## **More on Paint Problems.....**

### **Questions and Answers. TTT issue 25**

#### **'Discoloured Patches on the Paintwork'**

I noted with interest some correspondence from James Sutton and John Day's answer, regarding light patches appearing on the paintwork after rain. I just thought you might like to hear of my experiences, but regrettably, I can offer no cure.

Before telling of my experiences I would like to draw your attention to the correspondence in the Octagon Bulletin, Technical Torque Nos 447 & 449, which details the same problems.

My TF 1500, British Racing Green, has suffered from exactly the same problems as described by others, which I first noticed some years ago. On completing a Speckled Hen Run, my car was drawn up at the finishing venue, when there was a short sharp shower (to which I paid little notice to at the time) on what was otherwise a warm sunny day. A couple of days later I observed some faint white spots on the bonnet where the raindrops had been. I resorted to polish, Tcut etc., but to no avail. However, after several months the effect slowly faded and to a cursory glance the marks were not visible.

A couple of years passed with no further instances of the problem, when one day I had been washing and polishing the car in my drive, and by the time I had finished, the day had become warm and sunny.

I went to have some lunch.

Upon my return to the driveway, my neighbour was watering the plants in his garden and the over-spray (which was fine and diverse) gently deposited itself all over my car!

Despite quickly wiping the drops away with a chamois, the now familiar 'white spots' were quickly evident. I polished these spots vigorously, but (again) not to much effect and with the passage of time they have faded to a more or less acceptable level.

But I know they are there!

I can confirm that the worst affected areas are the horizontal surfaces, such as the bonnet.

I fear that the only permanent cure is a respray?

**Paul Plummer**

**TF 1500**

**SNN 517**

**Ed's note:** Some advice from Derek Hopper follows:

With regard to James Sutton's problem – i.e. spots on the TF paintwork – this is only my opinion on what I have experienced in my 60 years of spraying and how it might help him.

The only paint to use and to avoid discolouring is a two pack finish as this is very hard and has a good hold out, although after a few years, the body goes out of the finish and it loses its hold out properties.

As most people with old cars think the finish will last forever, the only help I can offer is what I do with the cars I've sprayed. They are always in cellulose and I mix approximately 10% of blending clear in the two final coats. This is like adding a small amount of varnish to the colour, as well as sealing it. Reds, maroons, blues and greens are what I term soft colours owing to the pigment. It also helps when cutting back and polishing, as you are not taking off too much colour, especially with maroons, which need extra coats to get a good solid colour.

I have got colour cards going back to 1952 if anyone is not sure what the colour should be.

I have mentioned two pack, but this is not an original finish – also you need special breathing equipment. Personally, I do not like this paint as the finish is too glossy and looks artificial on an old car.

**Derek Hopper**



***Experience, Expertise & Excellence***

**282-4 Bramford Road  
Ipswich, Suffolk  
IP1 4AY**

**Tel: 01473-406031/2  
Fax: 01473-743133  
sales@ntgservices.co.uk**



**Illustrated catalogues & Pricelists available from [www.ntgservices.co.uk](http://www.ntgservices.co.uk)**



# Electronic Conversions for Vintage and Classic Distributors

*(The following is based on information from a handout sheet given out by John Day at 'Rebuild' 2008)*

## **Lumenition**

This London based company could be the obvious first choice for an add-on system as they have 30+ years of experience and half a dozen patents. In the early 1980s there were quality problems with their system which comprises an infra-red generator (LED) with a photocell receiver and a signal chopper. These three items are located inside the distributor cap.

There is an additional box containing the electronics to be mounted in the engine bay. The standard kit for a four cylinder car costs around £150 and can be bought from most MG accessory dealers. The high performance kit includes a new coil and costs £250.

The company's advert can be found on page 94 of the May "Safety Fast!"

## **Boyer-Brandsen**

This successful company started making electronic ignition kits for racing motorcycles in 1969 and most of their business is still in motorcycles plus F3 and classic racing cars.

They do, however, make a cheap and simple kit for classic cars which retains the original contact points. The unit uses the points to switch an electronic module which is a small box mounted outside of the distributor.

The points are used only to switch low voltage supply at low power and the actual points gap is not critical. The points become a non wearing item.

The Contact Assistance kit costs £29.93

The company is based in Maidstone Kent, telephone 01622 730939.

## **Aldon Automotive Ltd**

This company manufactures a wide range of engine tuning kits for Fast Fords and Caterham Cars and has two rolling roads for engine tuning.

They make the "Igniter" kit, which like Lumenition, is designed to fit entirely in the cap with no external electronics and delivers 25,000 volts to the plugs with a standard coil and 35,000 with a special coil.

The Igniter kit is based on Hall Effect switch (magnetic) rather than opto-electronic sensors.

Kit price £65. 30 month warranty.

Aldon is based in Dudley West Midlands telephone 01384 572553.

The company's advert can be found on page 55 of the May "Safety Fast!"

## **Pertronix**

This is an American product using a Hall Effect switch principle that has been in production for twenty years. It is suitable as a conversion for standard distributors and has no external electronics.

The company's early products were used on VWs then on Porsches and their UK distributor is a Porsche Specialist.

Kit Price £80. Coil price £66.

Supplied by Maxted-Page & Prill, Halstead Essex. Telephone 01797 476338

## **Jolley Engineering**

This company specialises in the manufacture, overhaul and repair of all types of distributor for UK, European and American vehicles.

They will completely rebuild your original distributor but recommend that it is converted to their Hall Effect system which fits entirely inside the cap.

There are no external electronics but there are two wires to connect to the coil instead of the standard single wire.

A repair and conversion service is offered or you can buy the unit and fit it yourself.

Kit price £94, special coil £40.

Supplied by Jolley Engineering, Malvern. Telephone 01886 880101



The company's advert can be found on page 92 of the May "Safety Fast!"

Additionally, for those wanting to find out more about Jolley Engineering's product there was an 'advertorial' in the November 2007 Issue of "Safety Fast!" – pages 88 and 89.

The photo on the left is an example of their system.

# The KL Heater in the TF

*Following the publication of the period photos of the Key Leather Company's model KL A360, TF1500 owner, Terry Andrews has sent in details of the KL heater installed in his car. Over to Terry.....*

"I thought some might be interested in fitting a KL heater into their TF after seeing the item in TTT.

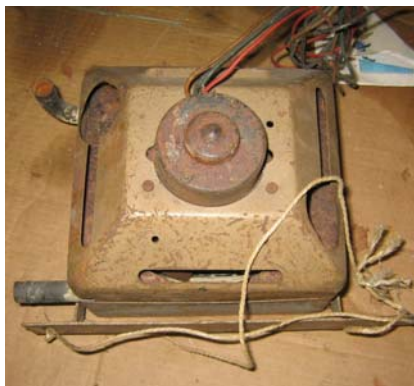
Our English TF 1500 was fitted with a KL heater along with other additions. I have seen many TD and TFs with the round Smiths heaters. However, I have only seen one or two of the KL type fitted to other TFs but not with the demisters as shown in the March TTT. The car in question seems to be a 1250 TF but with the thermostat housing at the front of the head, seems to be the TF 1500 type. On all genuine 1500s I have seen, this casting is different to that of the TD and TF1250s in that there is a large blanking brass plug to the front of the engine and a smaller takeoff for the water temperature gauge, whereas the TD and TF 1250s only have provision for the water temperature gauge. The mileage trip cable reset is moved to a new position to allow the heater unit to fit within the dash panel "H" frame.

The fitting of the unit is a tight fit (see photos). The fan motor is large, bulky and noisy in operation, so I took this out and fitted a large computer cooling fan utilising most of the metal work. Thus everything was contained within the metal pressings and the large round protrusion of the original motor was eliminated which gives more room around the wiring for the instruments. The original rheostat of the system was a little crude and the bracket was liable to cause injury, so I replaced this with a simple on/off switch for the fan on the opposite leg of the "H" bracket to that of the mileage trip re-set. The heater hoses go either side of the car and utilise the bulkhead support bars. The hoses are supported with rubber connectors similar to those used on a MGB for the oil cooler pipes. The nearside one terminates on a brass water tap as used on other MG and BMC cars like the Morris Minor. The off side pipe uses the same support system and terminates on a fitting in the "Y" pipe to the water pump. The system is very neat and very effective.

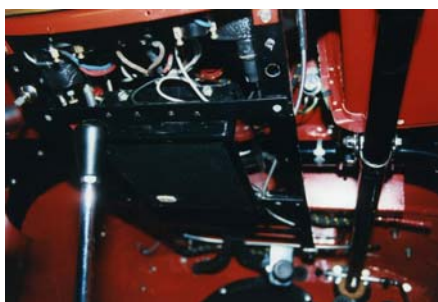
The KL heater is still made and comes with all the pipes for demisters. However I would not want to modify the scuttle top to do this. These are usually seen in Kit Cars but are available from Steve of SVC but they call it the Norway heater for around £185."







KL Heater fitted in Terry Andrews' TF1500 – front and rear views of heater



Photos showing heater hoses  
and fit within the dash panel 'H' frame





**Tel: 01279 730 951**

*Benefit from George Edney's vast experience of the T-series MG*

**XPAG Engine Refurbishment**

Our 'standard' engine re-builds carry a three year warranty. They include full balancing, lead-free conversion, solid skirt pistons and our sports camshaft.

**Lead-Free Conversions**

We carry out all work in-house and to your existing cylinder head. Our heads include hardened valve seats, bronze guides, larger valves made from 21/4N and they are ported for better breathing. £350.

**Gearboxes Rebuilt**

We are specialists in the refurbishment of the T Type gearbox. TA to TF. Please call for more information.

The Workshop, Millside, Stortford Road  
Hatfield Heath, Bishops Stortford  
Herts. CM22 7DL

Fax: 01279 730 941      Email: [edneyg.edneyb@virgin.net](mailto:edneyg.edneyb@virgin.net)      Mob: 07710 471 864

# Small World!

Back in the mists of time, when “Totally T-Type” was just slip of a journalistic lad, I wrote an article which was printed in Issue 2 about refurbishing the tank sender unit for a TC. In that piece I referred to my car by its chassis number, **TC2034**, as at that time it was still being restored. Shortly after publication I received an e-mail from Olaf Eskildsen in Denmark to say that he had just bought a TC from a seller in the United States and that his car was **TC2033**. And so, an e-mail friendship was born.

**TC2033** and **TC2034** were part of a batch produced by the Abingdon factory in December 1946, the release date for **TC2034** was 30<sup>th</sup> December 1946.. Ten cars were made in that batch, starting with 2032 and finishing with 2041. Clausager, in his book, *Original MG T Series*, states that the last TC to be manufactured in 1946 was TC 2051, so the following batch was also of ten cars, completed the next day.

Contrary to popular belief, the assembly line at Abingdon was not devoted to sports car production and so did not have a steady stream of TCs, in numerical order, emerging in pristine condition. Cars were made in batches of about ten. At that time the Abingdon assembly line was also being used for Riley production as well as some outstanding war contract work. Development work on the new Y Type saloon would also have been going on. Due to the dire economic situation the country found itself at the end of the war, two out of every three cars produced had to go for export.

TC production was left to a small band of men. One group prepared the chassis. Starting with the front springs being attached to the axle, this unit was then added to the chassis. Rear springs and axle followed. Brake pipes and wheels were fitted and the rolling chassis was put onto the assembly line. The engine and gearbox were then added and pedals and exhaust after that. The bulkhead was ‘dressed’ with fuel pump, control box and wiring before it too was added to the car. Steering column and radiator were also assembled onto the car before the braking system was filled and bled. After adjustment of the steering the car was then taken to the next line for the body and trim to be applied. This system of production was little changed from when the Abingdon factory was first set up in early 1930.

As both **TC2033** and **TC2034** were made for the Home market, both lacking the ‘Made in England’ plate, (and further researches show others from the batch were also Home market cars,) it is fairly safe to assume that the entire batch would have been for the domestic market. **TC2034** was first registered in London in May 1947 as HYF 39, the number she still bears. **TC2033** was also originally used in Britain. During dismantling, Olaf found a parking receipt from the Royal Festival Hall probably dating from the 1950s. Interestingly, the guarantee plates also show the engine numbers which are not consecutive. **TC2033** originally had XPAG 2293 and **TC2034** had XPAG 2298. Coincidentally, both cars were exported to the United States in the late 1960s.

All TCs were made right hand drive, even though most were to go overseas. There were some modifications made to export cars, usually to do with the lighting. In Britain, the vehicle lighting requirements no longer required blackout hoods for the headlights, but had reverted to the pre-war arrangement of “dip and switch”. For those uninitiated amongst us, this system dipped the nearside headlamp and extinguished the offside headlamp, leaving the offside sidelight to mark the extremity of the car. Before the war this was done using an electro-mechanical solenoid which physically moved the nearside headlamp reflector whilst switching off the offside headlamp. Technological advances during the war replaced the solenoid system with a twin filament bulb. Export cars were fitted with two twin filament bulbs, one each side!

There is some confusion about the ‘Thirtilite’. This was fitted to pre-war cars, and glowed when the car was travelling between twenty five and thirty miles per hour. Clausager implies that it was fitted up until the end of TC production but the wiring diagram in the ‘Brown Book’ does not show it to be fitted to post-war cars except for Home market cars for 1948/49. The later TD model wiring diagram also lacks the Thirtilite, but that confirms Clausager’s statements about that model. Most certainly there was not one with 2034 when I got her, and the speedometer does not have the necessary connection. The Thirtilite was not fitted to export cars at all.

Cars for the export market were designated ‘Type EXR’, but this designation did not appear on the chassis but may have been on the guarantee plate. They did, however, have a “Made in England” plate with the MG logo screwed to the side of the battery box underneath the guarantee and patent plates. Some cars were fitted with a speedometer marked in KPH, these were designated EXR-K.

Amazingly, after more than sixty years, five of the original ten cars in the batch are known to still exist. Apart from Olaf’s 2033 and my 2034, TC2036 belongs to Jim Franks in California. He has had the car since the mid 1960s, restoring and replacing things as required. He bought the car shortly after it was exported from the UK. His car was first registered in Nottingham in 1947. TC2038 now belongs to Miguel Nunes in Funchal in Madeira. Visitors to that island can often see his car in his car hire showroom near the Lido. He has a few old cars, and keeps them on display when he is not using them. He brought the car to the Island from the Portuguese mainland where his father had bought it from a British ex-pat. TC2040 is still in Britain in the care of Andy Rogers in Devon. I gather it is still undergoing restoration and is short of an engine. If you know of any further cars from this batch, TC2032 – TC2041, I would be interested to hear from you.

On a recent visit to London, Olaf and his wife came to Hatfield. We met for the first time ‘in the flesh’ and Olaf and I enjoyed a leisurely drive through the country lanes of Hertfordshire in HYF 39 before meeting up with the womenfolk for lunch. TC2033 is still undergoing restoration, but hopefully will be completed by summer 2009. The plan then is to reunite the cars, probably in Denmark. I’ll keep you posted on that event!

**Steve Rigby**



Steve Rigby and Olaf Eskildsen in TC2034 before setting off for a leisurely drive through the country lanes of Hertfordshire.

### Competition: Can you identify this part?

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

Identify the part of the T-Type MG shown in  
the picture to win a £50 voucher to spend  
on parts or services at  
Peter Edney Classic and Sports Cars

All correct answers submitted will be placed  
in a hat and a winner drawn.

Congratulations to the winner from last issue  
**Bert Dive**  
who correctly identified it as a starter bendix spring.

Please write your answers to:  
Peter Edney Classic and Sports Cars  
Unit 2, Woodside, High Easter Road,  
Leaden Roding, Dunmow,  
Essex CM6 1QQ.

or Email: [info@peteredney.co.uk](mailto:info@peteredney.co.uk)



# QUESTIONS TO AND ANSWERS FROM THE TD/TF TECHNICAL SPECIALIST

*Barrie Jones, the Register TD/TF Technical Specialist kindly keeps me informed of requests for technical advice received by him and the answers he supplies. Here are some of the questions and answers since the November '07 TTT.*

**Question on head gaskets** *The question concerned the absence of "ears" on a solid copper gasket. You'll see what I mean from the picture (the solid copper gasket is at the top of the photo and the composition gasket is at the bottom – note the lack of "ears" on the top gasket). The supplier (who is not one of our advertisers, I hasten to add) maintained that this was OK for a solid copper gasket.*



**Answer** In my humble opinion, the ears on the gasket are essential to prevent oil from leaking profusely.

There are 3 surfaces which seal together at this point:

- 1) The block
- 2) The head
- 3) The tappet cover.

If the gasket has no ears, then it MIGHT still work, so long as the gap is filled with RTV silicone sealant, but this would be a bodge.

**Ed's Note:** To be fair to the supplier, he did point out that unless the application was for a racing engine, it would be wiser to use the composition gasket since it seats better.

**Question on oil pressure** *I recently noted an opinion that 50 psi max, dropping to 35 - 40 hot on an XPAG, is a matter of some concern.*

*The original TD manual quotes "a normal working pressure of 40 to 45 psi ..... but so long as a reasonable pressure is indicated it may be taken that the system is working satisfactorily "*

*My own experience on 3 different engines built over the last 17 years, is that 60 psi start up, dropping to 40 hot, and as low as 20 at hot tickover, is normal.*

*Some engines have the pressure gauge take-off direct from the main gallery, and some from the top of the oil pipe feeding the rocker shaft. I have tried it both ways and the latter system, as you would expect, gives a lower reading. (Perhaps also a slower speed of response, although I didn't specifically look for that)*

**Answer** The XPAG engine has a pressure relief valve which was set at 40 psi. When cold, the engine oil is thick enough to overwhelm the valve, so a 100 psi gauge was fitted TO PROTECT THE GAUGE.

When hot, I would consider it normal for the pressure to be 40 psi at speed (over 2,000 rpm) and 15-20 psi at tickover. Anything more is a bonus.

As regards the location of the oil pressure gauge take-off pipe, it should always be taken from the lower end of the external oil pipe. There is a BMC parts manual which wrongly showed it at the top, and this has been widely copied.

**Question about Rear Main Bearing Seal, Carb needles and water temperature**

*On the weekend I took my TD down to Goodwood. The car went fine (about 225 miles round trip) except that I have found quite a severe oil leak from the rear crankshaft seal. On reading my Brown and Gammons catalogue I notice that they do a special oil seal for this. I understand I have to take the engine out and presumably remove the flywheel. Do you know if that is all that is required to fit the oil seal?*

*The car seemed to be happy to cruise at about 70mph/about 4200 rpm. It seems to use some oil, but of course it's difficult to tell how much is leaking out! When stopped, there was quite a puddle under the engine. Are there any other mods I should be looking at while the engine is out?*

*The car is fitted with 1½" SUs, which I think is non-standard. Would anyone know what needles ought to be fitted? It may be running rich at the moment because it doesn't seem to need much choke when starting.*

*Finally, it seems to run at about 80 degrees indicated on the temp gauge, but it takes some time to reach that. Is that normal or should I be looking at a different thermostat? It has a cooling system which is pressurised - is that a mod?*

**Answer** 1) The XPAG is famous for its rear main oil leak. It has an old-fashioned scroll system requiring a .002" air gap. If the gap is .003 then there will be a slight leak. At .004" it will be considerable, and by .005" it becomes a flood.

If the engine has had worn main bearings in the past, then the crank will have whipped slightly, allowing the scroll to touch the block. This results in wear on the crank and the block, after which the problem begins.

First question is - what oil are you using? If it is thinner than either 20W/50 or straight 30 grade then change to a thicker oil. If it contains detergents, then you may have cleaned all the beneficial build-up off the scroll and made things worse.



I only use Duckhams classic 20W/50 or Comma Classic 20W/50. They are formulated from a thicker base oil and do not contain detergents. At all costs, avoid modern thin oils such as 10W/40 or 5W/30.

An aftermarket rear main bearing seal kit was developed in the USA. It uses a modern rubber oil seal that runs on the ledge at the rear of the crankshaft. That ledge was never designed to take a seal, so you may also need to fit a stainless steel 'speedy sleeve' over it for the seal to run on.

The kits either work or they don't. Some people swear by them, others swear at them.

People like George Edney and Peter Edney have fitted dozens of them and guarantee them. Personally, I fitted one to my TF, it didn't work, I removed it and I got a full refund.

The design of the XPAG is such that you cannot remove the flywheel without partially removing the crankshaft, because the block has a lip at the rear which is smaller than the flywheel ring gear. This is not the sort of thing you should do with the engine still in the car, although no doubt somebody has done it. The kit must be set up extremely accurately, and is best done on the workbench or in an engine mounting jig.

2) H4 carburettors (1.5 inch) were standard on the TF and the TD competition model. They work well with GJ needles and BLUE springs inside the dashpots. I have seen several cars fitted with MGA carbs and GJ needles. They come to me complaining that they are much too rich. The MGA used stronger RED springs, which they have not changed. Compress one of your springs to about 3 inches long and see what it reads on your wife's weighing scales. Red springs will read 4oz whereas blue springs will read 2.5 oz (Remember to use some kitchen paper to protect the scales).

3) The TD has a non-removable thermostat and the system is not pressurised. If yours is pressurised, then someone has been playing around with it. Un-pressurised water boils at 100 degrees, so 80C is about right, but the gauge may not be accurate, so check with a good quality thermometer.

If it takes too long getting to temperature, it could be that the thermostat has been bodged with a modern replaceable thermostat module. The original one had a moving sleeve that closed off the bypass hose until it warmed up - perhaps yours is missing this sleeve? Simplest solution is to return it to standard.

**Question about the effect of modern fuels on fuel systems** *Barrie has asked the following question of Burlen Fuel Systems:*

*"Recently, a BIG increase in fuel-related problems has been reported to me, so I would like to ask a few questions.*

*In recent years the additives in petrol have changed substantially. First came unleaded fuel, and more recently we have seen the introduction of up to 10% Bio-Ethanol. Some rubber components used in the older SU carburettors and fuel pumps seem to be made of a grade of rubber which these modern fuels are attacking.*

*Are Burlen Fuel Systems upgrading their replacement parts to combat this problem, and if so, are there any specific components which you would advise the owners of older MGs to inspect and/or to replace?*

*I am thinking particularly of the following:*

- 1) The diaphragms on SU pumps type LP, HP and AUF300.*
- 2) Soldered brass floats type WZX1302, WZX1303, AUC1182.*
- 3) Viton tipped needles, such as WZX1090 and WZX1091*
- 4) Float chamber mounting rubbers type AUC1318*
- 5) Float chamber sealing rings for HIF type carburettors*

*In addition, if you are aware of any other problems which I have omitted, perhaps you could mention them also. For example, Bio-Ethanol requires a stoichiometric fuel to air ratio of 12.5 instead of 14.6 for petroleum. Will this mean that SU needles will have to be replaced by weaker ones?"*

**Answer** We do not have a formal answer yet, but Rebuild Organiser, Peter Cole gleaned the following information from a conversation he had with John Burnett, who is the 'Bur' in Burlen.

BFS have been aware of problems with rubber parts and modern fuels, but were not aware of any problems with rubber parts on MGs. They did have a problem with rubber parts fitted to Triumphs, but they have scrapped and replaced all the affected items.

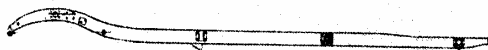
BFS claim that they have an on-going programme aimed at trying to ensuring their products are compatible with the ever-changing fuel ingredients, but it is very difficult to get information from the fuel companies. For instance they are aware of a problem with fuels with a high bio-ethanol content (as used in the States and soon to be introduced here), which actually attack and degrade aluminium and Mazac. For this reason they are changing brass components that come into contact with fuel, such as needles and spindles, to other materials because it is the copper in these brass parts which acts as the catalyst in this reaction.

**Explanatory Note:** Mazac is a cheap alloy made from Manganese, Aluminium, Zinc and Copper. The actual bodies of our SU carburettors were made out of Mazac, so if fuel with a high Bio-ethanol content is used in an original SU, the carburettor body will corrode and crumble).

## List of Hard to Find Parts made by Doug Pelton

*I promised in the March TTT that I would publish a full list of the parts made by Doug in the May TTT, so this is reproduced in the next few pages. Before doing so, I ought to mention that it is Doug who has produced the pedal return sets, which so many of you have been pleased with. I am now on my third batch of 10 of these, of which 2 sets are already spoken for. They cost £13.50 per set plus £1.50 for postage and are available now, with any unsold sets being brought to Silverstone. Also in stock are 4 gas tank trigger springs for TA/B/C (see article on page 35 on how to fit these). These cost £5 plus postage. Doug has also produced some throttle return springs. I don't have any at the moment, but I am more than happy to collect orders and get Doug to send them to me in bulk. I do not charge any on-costs, but remember that I have to pay a small percentage mark-up for payment by PayPal and, of course, postage from USA. This explains why you are paying a little bit more for the items than a straight currency conversion would imply.*

### **From The Frame Up, LLC**



## **Catalog and Price List**

---

Dear Fellow MG Enthusiast'

"From the Frame Up" is a new concept for MG owners. Our focus is to provide to you those MG hard to find parts through a convenient one stop shop.

We will not be competing with the major suppliers, but will instead satisfy your needs with the parts that the major suppliers just don't have, or maybe just don't meet your level of quality standards.

Initially, we will tailor our inventory with TC parts with hopes to expand to other models using the same concept. Our goal is to add an estimated 40 – 50 items to our list this year for those items that are needed to restore an MG TC. Our commitment is to make your restoration simple and fun.

As a free service, our items sold will include detailed instructions and points of originality (as appropriate) for the item purchased.

Pardon our dust while we continue to work on our web-site [www.FromTheFrameUp.com](http://www.FromTheFrameUp.com) Our expected debut is 15<sup>th</sup> May, Please check after that for more information and parts availability.

***I can't find a part!*** There are many parts that are commonly needed, but are just not available through primary vendors. If you have any suggestions for a T-Series part that "From the Frame Up" should source for the benefit of others, please contact me. I would love to hear from you. Again, our goal is to make restorations easier for everyone! Thanks.

Please contact us at [dougpelton\(at\)cox.net](mailto:dougpelton(at)cox.net) with your order or needs and we will give you the total invoice to include shipping and handling. We will also ship worldwide. Payment can be made by check, or money order or through PayPal using the e-mail address above.

**Doug Pelton**

Category	Item Name	Description	Cost \$
<b>Springs</b>	TA/B/C Pedal spring set	Complete 4 item set (includes below 4 items)	21.00
	Brake Pedal Return		6.00
	Brake Switch return		6.00
	Brake Switch Hook		2.00
	Clutch Return		9.00
	TA/B/C Gas Tank Trigger Spring	New replacement	12.00
	Throttle Return Spring	New replacement	11.00
<b>Triplex Glass</b>	TC Windshield with TRIPLEX Logo	New windshield with original Triplex logo custom etched on your glass to replicate correct date of manufacture for your car. (Glass only)	\$299
<b>Tach &amp; Inner Speedo Cables</b>	Tach Inner Cable TC 4' 0"	NOS	27.00
	Tach Inner Cable TF 3' 4"	NOS	27.00
	Speedo Inner Cable (TC/TF 5'8")	NOS	27.00
<b>Wiring</b>	Wire Harness conduit (10"); frame to front fender supports – sold as a pair (2)	Stainless steel conduit with brass end caps (2). (Caps can be finished by buyer as desired w/cad plate, chrome, paint, or leave brass).	15.00 per pair
<b>Interior</b>			
<b>Doors</b>	Interior adjustable door strap	These are a must for anyone doing a restoration. They can push or pull the door to adjust the curvature to match the tub and provide a better fit.	15.00 each
	Replacement door check rubber bumper	This is a new item that is much improved to give a softer feel to the door check stop and prevents a "hard" stop at full extension.	6.50 each

**Clips:** The following list of TC clips and fasteners has been validated from an original untouched TC. The following applications are guaranteed for the MG TC. They may also be appropriate to the Pre-war cars and TD, TF. We do have access to other clips not listed that would be appropriate for other T-Series MGs, but have not validated their correct application as of this date. Please feel free to inquire about clips not listed.

Type Clip	Price \$	No. req'd	Application For MG TC
Type - A	2.75	2	Main harness conduit to footplate
Type – B	3.00	1	License plate light wiring (EXU)
Type – C	2.75	2	Rear brake line to axle housing tabs
		1	Front right brake line attached bottom forward foot pedal bolt
		2	Starter & brake light switch wiring to firewall
Type - D	4.00	1	Brake line left front
(j-Clip)			Brake line right front
Type - E	2.75	5	Main fuel line (rear)
		2	Main fuel line (front)
		1	Coil and fuel pump wiring to firewall
		2	Horn wiring to firewall (EXU)
Type - F	5.50	4	Wire harness to left main chassis rail
Type – G	3.50	1	Carb overflow pipe clip to engine bearer plate
Type – H	4.00	1	Brake line to cross member
Type – J	1.75	1	Choke cable clip
		1	Starter cable clip
Type – K	2.75	1	Wire harness to left chassis rail engine mount bracket, lower forward bolt
Type – L Brass	3.00	1	Wire harness to left main rail, adjacent L-Front spring, rear shackle
		1	Flex fuel line to battery box. Use this item if dia is ½". If dia is 3/8" then use Type R.
Type - M	2.75	1	Tach Cable
		1	Speedo Cable
Type – N1	2.75	1	Slow running cable to air filter manifold
	14.75	1	Slow running anchor clip (specialty clip)
Type – O	6.25	1	Battery cable and Starter wire clip (swaged and twisted 45 degrees)
Type - P	2.75	3	(J-Clip) Brake line left main rail
Type – Q	2.75	1	Left rear brake line to rear axle housing (non-tab)
Type – R	3.00	1	Flex fuel line to battery box; use this if line is 3/8" diameter. If line is ½" dia use Type L



## “From the Frame Up” Instructions : Installing the MG Gas Tank Trigger Spring

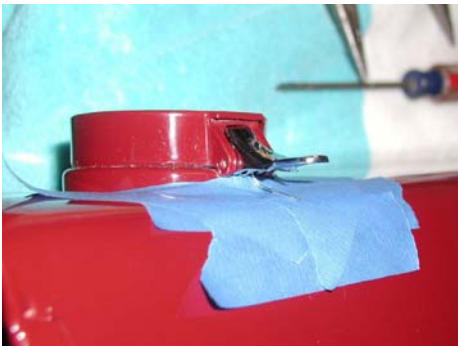


It is nearly impossible to install an original spring because the legs are short and it is difficult to compress it for installation.

The picture to the left shows the new spring as you will receive it, then the new one, cut to replicate the original, which is to the far right.

You have been provided the uncut spring to make installation simple.

1. Protect the new paint job.
2. Preposition the trigger screw in the flange.
3. Compress the spring with your fingers and then hold it compressed with a pair of needle nose pliers.
4. Align the spring and trigger holes and push the screw through all.



5. Now you can release the spring and it will hold the trigger up.
6. Reference the photo of original spring (above) to get general idea of cuts and bends.
7. Cut the leg next to the trigger by about a  $\frac{1}{4}$ " and bend the end of it away from the trigger

so it does not dig into the trigger when pressed down.

8. Cut the leg resting on the tank by about  $\frac{1}{4}$ " to  $\frac{3}{8}$ " and bend tip as necessary to conform to filler neck and tank and not gouge the paint.

© Copywrite 2008, From The Frame Up, LLC

**Ed's note:** Since typing this, I've decided to order another five (5) gas tank (petrol cap) trigger springs and ten (10) throttle (accelerator) return springs. These should be with me about a week or so after you receive this magazine and certainly in time for Silverstone. For those who would like to order directly from Doug his postal address is: 3754 E Nance Circle, Mesa, AZ 85215 USA e-mail [dougpelton\(at\)cox.net](mailto:dougpelton(at)cox.net)

## **Other Spares News**

**1. TA/B/C King Pin and Bushes Sets** As mentioned in the March TTT, I'm going to get the final batch of 20 sets made. Realistically, they won't be ready much before the end of July. The price is held at £65 per set and at the time of writing there are two names on the waiting list.

Wrapped bushes are still available at £6.50 each (£26 per axle set) plus £1.50 for UK postage (please enquire for destinations outside of UK, but postage is unlikely to be appreciably higher). These will also be available from the 'T' Register stand at Silverstone.

**2. TC Rear Lower Shackle Pins and Washers** As mentioned on page 23 of the March TTT, I have sought quotes for both these items. The good news is that the special washers are now available. They are 10mm thick and laser cut from mild steel and are priced at £2.00 each. Please add £1 for postage as they will probably have to be sent as a Royal Mail packet. The bad news is that the drawing for the lower shackle pin has been mislaid by the engineering shop who were supposed to be quoting for the work. This can be put right and an indicative cost is around £50 (about half the cost of those commercially available). I haven't had much interest for this item and unless I get more I may not proceed.

**3. TC Rear Lower Shackle Pin Bushes** A sample bush has been sent to a polyurethane bush supplier. It seems to be taking a long time to get a quote, but hopefully we will have a firm price by July's TTT.

**4. TA Slow Running Return Spring** Clive Smith would like to find anyone who has the correct slow running return spring for a TA. A broken one or a photograph would do. He is prepared to get a small batch made to help fellow TA owners who are minus this spring. (01803 663166).

### **OLD LOCK AND KEY Co.**

**Specialist Restoration Service for Locks and Keys**

***Keys to code and copy FA/FRN/MRN/FS etc.,***

***Lucas PLC switches recon***

***\*other services\****

***T-Type Servicing + restoration, Welding/lathe work/metal + wood work painting  
+electrical***

**OLD LOCK & KEY Co.**

**Northumberland**

**Tel: 01434 683078 Fax: 01434 683552 [www.oldlockandkeyco.co.uk](http://www.oldlockandkeyco.co.uk)**

## **Items for Sale**

MG TC chassis (needs work); MG Z rear axle complete; MG Y rear axle complete (rusty). Morris block. Telephone Terry on 0771 201 7953

Set of XPAG conrods £50; TD rocker cover £10 (items can be brought to Silverstone) John James 0117 986 4224 jj(at)octagon.fsbusiness.co.uk

Bob Grunau oil filter adapters for TB/TC/early TD and later TD/TF available on the 'T' Register stand at Silverstone. Stub axle pins also available.

Complete XPAG engine fitted with aluminium rocker cover and side plate, together with 7 ¼" clutch; complete gearbox with remote control fitted, with new bearings and clutch housing; most of a rear axle – some parts of the differential missing; some shock absorbers. All original - £2,000 the lot.

Also the following:

Petrol pump in good working order

A chrome 'D' tail lamp with dividing bar (TC)

A chrome trumpet horn £30

A steel side tappet plate £20

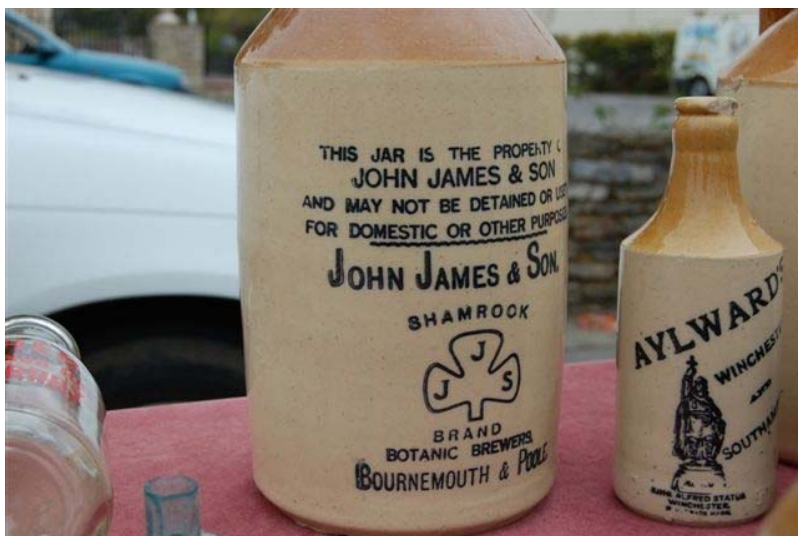
A new water pump £40

Nearside petrol tank end plate for TC £10

Two petrol tank securing straps £10 pair

Tel: 01429 838683

**And finally!** (Spotted at a Classic Car Show in Swanage, Dorset, UK)



# ***T REGISTER COMMITTEE 2008***

Chairman	David Butler    01234 407351 <a href="mailto:mgtdtf@ntlworld.com">mgtdtf(at)ntlworld.com</a>
Treasurer	John Steedman 01962 760328 <a href="mailto:JohnHWSteedman@aol.com">JohnHWSteedman(at)aol.com</a>
Secretary	Chris Sundt    01308 482782 <a href="mailto:tcreg@netcomuk.co.uk">tcreg(at)netcomuk.co.uk</a>
Regalia, <b><i>Safety Fast!</i></b> & <b><i>Totally T-Type</i></b>	John James    0117 986 4224 <a href="mailto:jj@octagon.fsbusiness.co.uk">jj(at)octagon.fsbusiness.co.uk</a>
Rebuild Organiser	Peter Cole    01243 267234 <a href="mailto:peter.cole@onetel.net">peter.cole(at)onetel.net</a>
Competition Secretary	Chris Tinker    01473 461252 <a href="mailto:email@tinker.go-plus.net">email(at)tinker.go-plus.net</a>
Historian & DVLA rep.	Roy Miller    01451 824223 <a href="mailto:roymill@waitrose.com">roymill(at)waitrose.com</a>
Events Co-ordination	Graham Brown 01234 358729 <a href="mailto:graham@jisisbedford62.freemove.co.uk">graham(at)jisisbedford62.freemove.co.uk</a>

## **SECONDED MEMBERS**

TD/TF Technical Specialist and TF Registrar	Barrie Jones    01566 782760 <a href="mailto:barriett@btinternet.com">barriett(at)btinternet.com</a>
Technical Adviser (TABC)	Roger Furneaux 01566 784111 <a href="mailto:roger.46tc@virgin.net">roger.46tc(at)virgin.net</a>
Registrar TABC & Specials	Stewart Penfound 01273 506216 <a href="mailto:stewart.penfound@btinternet.com">stewart.penfound(at)btinternet.com</a>
TD Registrar	Peter Cole 01420 85434 <a href="mailto:peter.cole11@btopenworld.com">peter.cole11 (at) btopenworld.com</a>
Tickford Registrar	Brian Rainbow 01926 612415 <a href="mailto:brian@brianrainbow.free-online.co.uk">brian(at)brianrainbow.free-online.co.uk</a>
Facilitator	David Barnes    01823 451355
 <b>Honorary President</b>	 Mike Lugg    01428 606883 <a href="mailto:michaelofglenhead@tiscali.co.uk">michaelofglenhead(at)tiscali.co.uk</a>

# ANDY KING

**SPECIALIST IN PRE '55 MGs**

**Stathern, Leicestershire**

**Tel/Fax: 01949 860519 Workshop: 07887 508330**

From our extensive workshops we are able to provide a full range of parts, servicing and restoration requirements for your 'T' Type to include:

- Engines - complete rebuilds inc. full race specification
- 5 Speed Gearbox Conversions - for all XPAG models
- Bishop Cam Steering - complete overhaul undertaken
  - RHD Steering Racks for TD/TF
  - New Brake Systems inc. Alfin drums
  - Anti-Roll Bars to suit TD/TF
- New Brass Radiators - available for TA/B/C/D
- New Aluminium Lightweight Radiators Complete
  - Chassis & Axle Straightening / Alignment

'Q' TYPE BODIES NOW IN STOCK AND READY TO BE SUPPLIED AS A KIT OR FITTED TO YOUR OWN TA, TB or TC. PROJECTS/UNRESTORED CARS ALSO PURCHASED OR CAN BE TAKEN IN PART EXCHANGE.



**Please visit us at:**

**[www.mgsparesandrestorations.com](http://www.mgsparesandrestorations.com)**



**Now you can place your ORDER ONLINE.**





# FIRST FOR T-TYPE OWNERS

## CAR SALES

**COMPREHENSIVE PARTS  
STOCK TOGETHER WITH  
ENTHUSIASTIC,  
EXPERIENCED STAFF**

**MAIL ORDER  
WORLDWIDE**

**SERVICING**

**BODYWORK**

**PAINTSHOP**

**ENGINE REBUILDS**

**UNLEADED  
CONVERSIONS**

**REAR AXLE RATIO  
CHANGES**

**FULL OR PART  
RESTORATIONS**

**COMPETITION  
PREPARATION**

**2 X DOUBLE T-TYPE  
RACE CHAMPIONSHIP  
HOLDERS**

**TYRE FITTING**

**WIRE WHEEL  
BALANCING**

**TECHNICAL ADVICE  
AVAILABLE (WITH  
BROAD SHOULDERS  
FOR SOBBING ON!)**



## CATALOGUES



Please state which title.  
Carriage: UK £2.50.  
Europe £3.50.  
Rest of the World £5.00



**BROWN & GAMMONS LTD**

18 High Street, Baldock, Herts, SG7 6AS  
Fax: 01462 896167 [www.ukmgparts.com](http://www.ukmgparts.com)

**01462  
490049**