



TB0489 - 70 years old in July



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# THE EDITOR

I attended the March MG Car Club Council meeting on 21<sup>st</sup> March held at the Heritage Motor Centre, Gaydon as the 'T' Register representative. 'Rebuild' organiser, Bill Silcock, came in support. The meeting was largely uneventful – certainly without the “fireworks” of the 'Kimber Palace' Council gatherings.

The meeting agreed to a subscription increase of £2 per annum and gave the 'go ahead' for the extension to the building.

I voted FOR the extension to proceed on the grounds that most of the expenditure had been authorised at a previous Council meeting but I would have preferred to have postponed a decision until the October Council meeting, against the background of the bleak economic prospects for the UK and the escalating unemployment situation.

I voted AGAINST the subscription increase. My rationale was as follows: Yes, I could see that there was a predicted shortfall of income over expenditure, but I would have preferred to have examined other ways to narrow the gap. For example, if we are serious about recruiting new members, then realistic targets for income growth need to be set. Is there scope for efficiency savings? (I have previously identified savings in mailing costs). Is there an opportunity to increase income through sales growth? (The 'T' Register Regalia sales are pretty substantial, but wouldn't I just love the new Kimber House shop facility to increase sales!)

As your Council representative on the day I have to bear in mind what members say to me. We had a £2 subscription increase in 2008 (the first since 2006) and we cannot automatically assume that members will be happy to stump up for yearly increases. There is always room for healthy debate (but never for 'talking shops'). Maybe the Register should lead the way in looking for solutions? What do you think?

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# **'T'REGISTER NEWS** (Compiled by John James)

## **PAST EVENTS**

### **'Rebuild' 2009 (14<sup>th</sup> March 2009)**

There was an attendance of 92 at 'Rebuild' and full credit must go to Bill Silcock, ably supported by Sally, for putting on the show and ensuring everything ran smoothly.

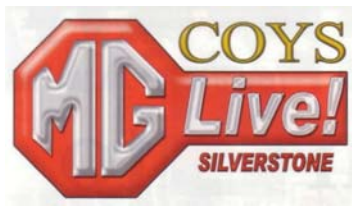
For the information of those who were not able to attend, the following topics were presented on the day (with thanks to the presenters).

- Basic electrics and diagnostics
- Painting of small items to produce a professional finish and saving money on preparation for spraying
- Preparation for starting out in motor sport
- Fitting of weather equipment
- Update by Burlen Fuel Systems and Question & Answer session

The 'T' Register Annual General Meeting was held immediately after the close of 'Rebuild'; no major issues were raised. Although the Register showed a deficit in the Profit and Loss account for 2008, this was as a result of a planned reduction in our balances, which we have carefully managed over the last couple of years. John Steedman was thanked for his sterling work as Treasurer (as well as his past organisation of 'Rebuild' events). He is succeeded as Treasurer by Gillian Smith. The new Committee for 2009 is on page 38.

## **FUTURE EVENTS**

### **Silverstone International Weekend 2009 (10/11/12 July)**



MG Live! (as the event is being branded this year) is building up to be quite an attraction and one not to be missed. You can read all about it in the



current edition of "Safety Fast!" and also at [www.mgcc.co.uk](http://www.mgcc.co.uk)

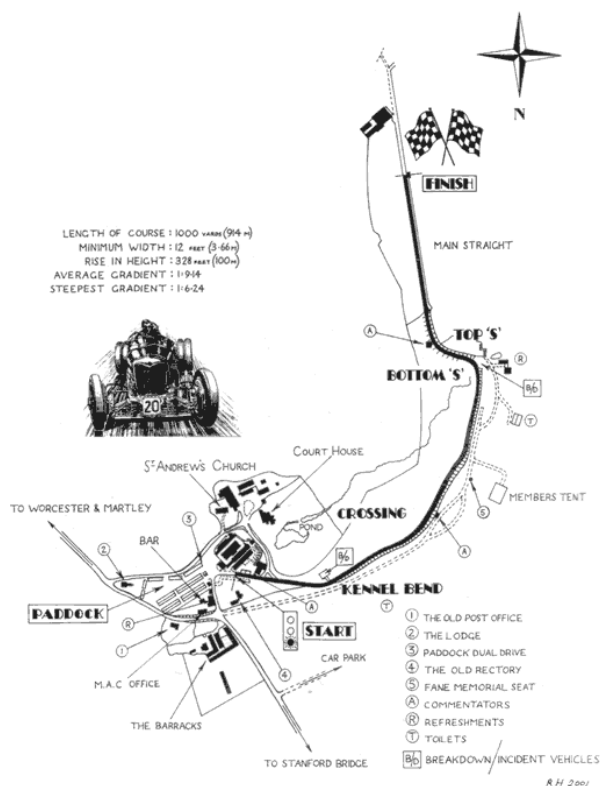
The Register will have its usual stand in the Main Club marquee. The layout in the marquee is going to be different this year as each Register will have a car on display.

We will be hosting our ever popular Friday late afternoon 'natter' in the paddock area in the marquee adjacent to the XPAG Specials display. Refreshments will be provided.

Advance booking for Silverstone (as opposed to paying on the day) makes for a very worthwhile saving; the Register was instrumental in bringing about this saving through a MGCC Council meeting a few years back.

As always, volunteers are needed to help out, particularly for the Register car park and to assist Bill Silcock in the running of the arena (see page 20). Please contact the Editor re car park duties (contact details on page 38).

## **'T' Party 18<sup>th</sup> July 2009**



Yes, to all those disappointed T-Typers who have missed our now infamous annual visits to Shuttleworth, we think we have got another successful venue with a strong motoring connection as added value. As a result of a successful approach by Martin Price, our T-Type Director, we have secured a special arrangement to visit Shelsley Walsh Hill Climb Circuit on Saturday 18<sup>th</sup> July. The attraction on the day is that a round of the MGCC Luffield Cars Speed Championships is being held.

The day starts at 9.30am till 1.00pm

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for practice with the actual speed trials taking place from 2.00pm until around 5.00pm. As this is a new venture and a new venue (Shelsley is situated between Worcester and Bromyard) it has been decided not to organise a formal run to the event this year, but if successful and we repeat it another year then this might be possible. The fee if we go as a group will be £12/person and tickets are likely to be issued en block beforehand, thus making it sensible, if possible, to arrange to meet up nearby beforehand at say between 10.30am and 12 noon latest. The organisers have suggested The Hundred House PH at Great Witley, which has adequate parking, from where we can all move off by 12 noon to drive the 3 miles to the circuit.

I understand that the average speed for the climb is as high as 90 mph which over 1000 yards means a run time of 21 secs.

At this stage it is arranged that we park up as a group on a reserved terraced area close to the track to make the event even more enjoyable for viewing and socialising. Please let Graham Brown know if you are interested in order to gauge ticket requirements and car parking arrangements. Any comments on this arrangement or ideas that might make the day even more enjoyable will be very welcome.

Graham Brown (01234/358729) [graham@isisbedford62.freemove.co.uk](mailto:graham@isisbedford62.freemove.co.uk)

### **SCOTTISH BORDERS TOUR 17/18/19 AUGUST 2009**

All participants, including those who are not staying at the event hotel, should have full details by now. The event organisers are John and Claudette Bloomfield 01992 576357 or 01890 882445 – if you don't get a reply on one of the numbers, please try the other.

### **THE AUTUMN TOUR 2009 11/12/13 September 2009**

This will be based at the Moorland Links Hotel, YELVERTON [www.moorlandlinkshotel.co.uk](http://www.moorlandlinkshotel.co.uk) on the southern edge of Dartmoor National Park and will take place from **Friday 11<sup>th</sup> September to Sunday 13<sup>th</sup> September 2009**. All participants should by now have been contacted by the organisers.

If you have booked and have not heard from them, or if you have not booked and wish to join the Tour, please contact the organisers Geoff and Annie Matthews 01840 214972 [geoff.matthews@yahoo.co.uk](mailto:geoff.matthews@yahoo.co.uk) .

### **THE AUTUMN TOUR 2010**

The 2010 Tour will be based on The Metropole Hotel, Llandrindod Wells. The hotel website address is: [www.metropole.co.uk](http://www.metropole.co.uk) Tel. No:01597 823700, and e-mail: [info\(at\)metropole.co.uk](mailto:info(at)metropole.co.uk) Being in the heart of Powys

the opportunities for day routes that combine superb scenery and Cambrian Mountain passes together with lakes, dams and maybe even a quick look at Cardigan Bay coastal scenery seem overwhelming. Names that some will be familiar with include Elan Valley, Devils Bridge, Tregaron to Abergweswyn, Bwlch y Groes (Hell Fire Pass) and maybe even Tallylyn and the Dyfi Estuary as an optional choice. The Tour organisers are Graham and Sue Brown [graham\(at\)isisbedford62.freemove.co.uk](mailto:graham(at)isisbedford62.freemove.co.uk)

## **THE AUTUMN TOUR 2011**

The 2011 Tour will be based on Skipton, North Yorkshire. The organisers are Grant and Barbara Humphreys [grant.chumphreys\(at\)btinternet.com](mailto:grant.chumphreys(at)btinternet.com)



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## **37 YEARS IN THE LIFE OF MG TB 0489**



All TBs are 70 years old this year and I have written this piece for TTT in recognition of that and to share with others some of the enjoyment of owning the car for 37 years.

I bought my TB in 1972 for £200 from an advert in the local paper when I lived in Essex. I'll always remember the excitement of that first glimpse of the car through a crack in the owner's garage door although I don't think I was aware of the rarity of the TB at that time. I was driving a PB (my first MG) with a 1200cc Ford engine and got fed up with the comments whenever I opened the bonnet. I also got fed up with 'rear ending' all and sundry as that car could accelerate very well but deceleration was virtually non-existent as the brake cables stretched in direct proportion to the increase in panic on the face of the driver.

As was common in those days I also received a small shed full of spares with the TB – the owner had scrapped a TC and had fortunately kept many of the good bits. He wanted an extra £15 for the TC gearbox but as a student I couldn't afford that at the time. However I called in about 5 years later and yes he'd still got the gearbox and yes I got it for £15!

Unfortunately, one part of the TC which the previous owner transferred to the TB was the suspension. Shackle suspension was fitted (the outer parts of the rear TC cross tube were sleeved over the TB tube and secured with gutter bolts) - this remained on the car and worked fine for 30 years, until



the latest rebuild completed in 2008 when trunnions were re-fitted. I'd bought the front trunnion boxes years before from Barry Bone with a plan to one day return the suspension to original. On the positive side, the shackle "conversion" had left the lubrication tubes still in place although obviously with no end connection. Over the years we have seen many MG experts scratching their heads as they walked around the car trying to figure out which model it was.

Around 1974 I took the body off to respray the car, which was orange when I bought it (a trendy colour at the time). I remember that my Dad did most of the mechanical work and Mum did the trimming whilst I kept out of the way and used a Frogeye Sprite as a temporary car. As a result of breaking the crankshaft in the Frogeye within 2 weeks of purchase (oh happy days!), I visited the library in Chelmsford to borrow a workshop manual. I knew the librarian, Angela from schooldays, asked her out and as they say somewhere "the rest is history". Soon back together (remember I was not doing the work) the TB looked good, but by today's standards was highly non-original in many ways – formica wood effect dashboard for instance. The car stayed like this for many years and can be seen in Chris Harvey's book "MG, The Immortal T Series" early edition page 90.

Around this time I joined the MGCC and with my future (and current) wife, Angela – yes, the librarian, attended 'The Cricketer's' Natter at Danbury, Essex. This was a hotbed of activity and I was soon persuaded to race the car in the T Series Championship. Whilst greatly enjoying the experience of driving fast at most of the major British circuits, I never really took matters very seriously and kept the car standard. Consequently I was far from competitive and spent a lot of time keeping out of the way of the likes of Ron Gammons, Gerry Brown and to be honest, most of the other racers who were doing 2 laps to my 1. However, mainly because I turned up and finished, I did win the newcomer's award in 1976. As part of a 3 car team with (I think) Pete Lynn and Pete Faulks, we won a very imposing silver rose bowl for exceeding our target in the high speed trial at Silverstone by the largest margin. Angela was lap scoring for me and was reporting 1 less than I'd actually done. Jokes about Librarians are not allowed in our house – well not too often. This meant that instead of achieving the laps required I'd exceeded by 1 and with the others doing well the trophy was ours for 12 months. I won my final race at Brands in 1977. It was a handicap and I obviously convinced the handicapper on the day that I was slow, not a difficult thing for me to do.

We married in 1976 and the TB drove us from the church. This meant that Ange's Mum could stop telling her sisters that we had separate tents when we went camping at race meetings. Incidentally, mother-in law is still going strong at 99 so this year is a significant year for her as well as the TB.

Before the arrival of children we enjoyed many European holidays in the car (don't get me wrong – we've enjoyed many holidays since arrival of the children – I put that bit in as I may need them to look after me one day!) We just drove and camped overnight in all sorts of “off the beaten track” places. There were many highlights including the following:

- A trip to the Alps when I recall we drove up to around 10,000 feet with views of Mont Blanc – breathtaking scenery and OK going up but smoking brakes on the way down.
- A holiday in Norway when my only foreign breakdowns occurred – ½ shaft twice (the shaft broke both times when I was reversing into a camping space – low speed, high torque)). By an incredible twist of circumstances we found a Norwegian guy (I recall his name as Leif Gjerme) in Voss where we were camped, who had a TC in bits. We borrowed his half shaft and stayed with him and his parents for a few days and met many of his friends. He was an artist who sculpted in metal and had a collection of old cars dotted around Voss and an enormous German steam roller which he kept up in the mountains and which I believe is now in a museum in Bergen. A lesson here – I had a spare ½ shaft and hub with me but in accordance with ‘S-d’s law’ it was the wrong side and I didn’t have the wheel spinner to suit – if you carry a spare shaft always carry the wheel spinner and you can wire it on if it’s the wrong thread (usual caveats at this point!). Back in Oslo we broke the other ½ shaft so it was hired car back to Voss, “borrow” the other shaft and then home. Once home new shafts/hubs were despatched to Leif who we kept in touch with for several years until he sold his TC to a dentist in Voss. For us this truly was an adventure and the friendliness of all of the people we met in Norway will always be remembered.
- Another memorable trip was to the Hausach rally in the Black Forest in 1976 followed by a group trip to Interlaken. Syd Beer bought his R type and single seater K3 to the rally and the sight, sound and smell of those cars is still a firm memory. Part of this trip included a thrash round the Zandvoort circuit where I probably came closest to seriously damaging the car as I got into a big slide on the sand covered track.

On return from Norway the TB was left in the garage where a leaking head gasket led to a seized engine and several years of MG inactivity except for a few trips in my TD, including camping in Weymouth with 2 small children in the back and a trailer. 3 children and 11 years later the TB was back on the road but looked rough and was not used much. A rat’s nest in the seats was the final straw. Around 2000 I decided a full rebuild was required.

Many may be familiar with the general theme so far but maybe not with the rats, the Frogeye or the librarian. Many will also be familiar with arrival at the point where total rebuild is inevitable and the surprise at how easily the whole thing comes apart but how slowly it goes back together again!

8 years later in 2008 the car was rebuilt from a total strip down and back on the road with the red replaced by non-original green because I fancied it. Despite the programming skills I'd learnt in the construction industry I still managed to have the sprayed body ready 2 years before the chassis was rolling and there always seemed to be another part which needed re-chroming. I enjoyed the process of returning items to sound condition and learning more about the car. The small issues like discovering the original side screen frames with patent plate hidden under the 1960's re-trim was good, but buying replacement frames before the discovery was not so good. Most purchased replacement parts were poor – many just did not fit and I reused the originals (such as windscreen top pegs). Surprises were many including learning from a guy in America via the MG-TABC website that someone 20 miles from where I live makes replica FT fog lamps (very good ones) and that under the formica was the original dashboard.



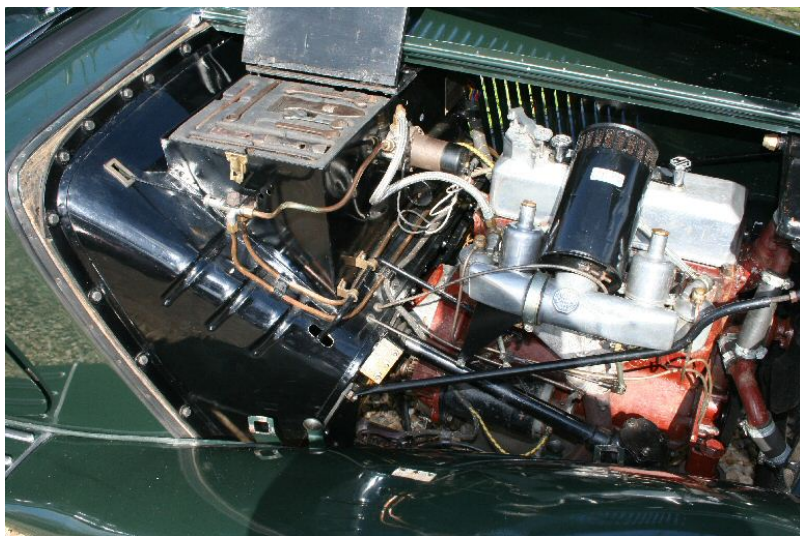
**Not a hint of formica in sight!**

The car is now back on the road and running well. One of the Norwegian 1/2 shafts broke in January this year (I didn't write and complain) and I've replaced both with new tapered shafts and hubs. The odometer does not record mileage covered as I made the mistake of running the speedo

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without freeing it up first – the oil can congeal inside over time and something has to give (I didn't want to get the instruments rebuilt as I liked the faded green – I mean the dials not the notes in my wallet). This has stripped a tooth from a small cog but the speedo and 30 mile an hour light are working. A fault has developed with the 3 brush charging so that the ignition light is faintly on and the ammeter shows discharge when the PLC switch is on sidelights but charges well when switched to headlights. I suspect a problem with the connections to the PLC switch but as the car runs OK I cannot work up the enthusiasm to take the instrument panel out yet. Perhaps I'll pretend I'm driving a Volvo and keep the headlights on at all times.

However none of this stops the enjoyment. We have attended some events with the Lincolnshire Centre of the Club and they have been great. I would like to do something competitive with the car but I'm not sure what. My daughter is due to marry in 2010 and although there is no room for a chauffeur she wants to use the car at the wedding so there's the incentive to keep it well maintained. I'm still surprised that most T-Type owners are as old as me. I still expect them to be in their 20s. When I'm driving the car with the screen down along a country lane I still think I'm 'twenty something'. Only when I get out do the knees tell me a different story.



So there it is – a few of our highlights from 37 years with a TB. Writing this piece has bought back many memories and made us realise that thinking of the car as part of the family is maybe not as irrational as it seems.

**Jeff and Angela Townsend.**



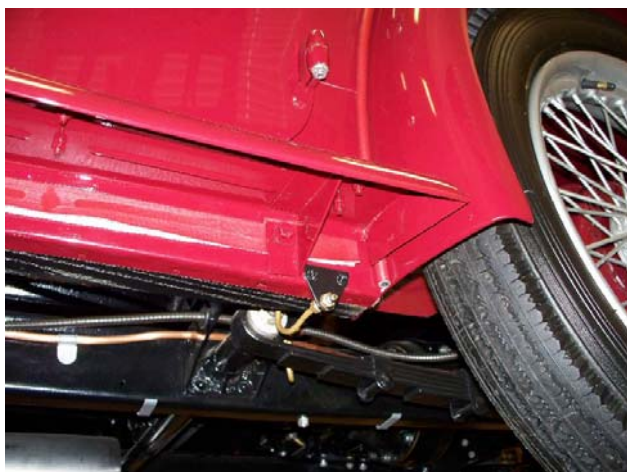
## TC Grease Fittings – A Different Angle

When I was a boy, the first event of the day was to grease the farm equipment. It was pretty common to find a damaged fitting so you would simply replace it and get on with the day. However, when I restored TC7670, I was a little daunted at how to identify the correct size and type of fitting and where it went. Here is some info that may help you.



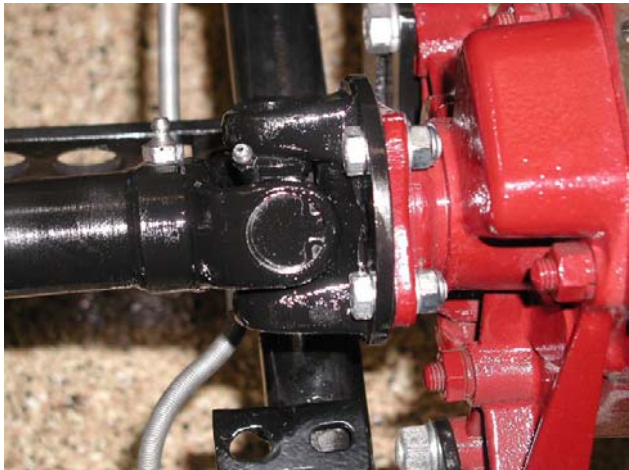
The initial confusion was that fittings often had a different size hex. I found that 1 grease fitting used a 1/4 BSF wrench and then another fitting would use a 5/16 BSF wrench, but they would both work in the same hole. So what was the correct size of the greaser? When I tried to order a replacement I had trouble because of this problem with identification. What I found was that the grease fittings for the TC are identified by the thread and not the size of wrench needed. Then I found that there were different size threads.

Was this part of the planned “mad metrics” of the TC and another confusion factor trying to sort out BSF, Whitworth, and Metric threads? What I discovered here was that the greasers on the TC come in 3 sizes: 2BA, 1/4BSF, 5/16



BSF. Initially the quickest way to tell the correct size was to simply take a 1/4 BSF bolt and see if it screwed into the hole. If not then try the next size bolt.

The final aspect of uncertainty of the greasers was the multitude of angles that there were for the fittings themselves. Was there a reason for a 35 degree angle vice 45 degree and how about 67.5 degree? In the proverbial quest for the truth (what is correct and original) I consulted the TC factory specifications and found that there was indeed a protocol on what angled fittings went where. When I finished my car, I looked at the various greasers, their locations, and their angles. It then made perfect sense as to the selection of what went where in order to make greasing somewhat accessible.



To make this all very simple for you there is a summary chart listing all the TC greasers below. As we have seen before, there are no absolutes on what is correct. As production runs updated and replacement parts were manufactured, the size of greaser

may have changed too. A good example of this is with the tach generator greaser. As always, I would welcome comments to further validate findings. Doug Pelton, [doug@fromtheframeup.com](mailto:doug@fromtheframeup.com) Also, if anyone has extra greasers surplus to their needs please contact me.

**Summary of Grease Fittings and Locations:**

(Stated size is thread not hex head for fitting.)

Location	Size	Angle	# Req'd	Remarks
Rear handbrake cable greasers	1/4 BSF	straight	2	
Drive shaft splined yoke	1/4 BSF	straight	1	
Universal joints (x-long)	1/4 BSF	straight	2	

Location	Size	Angle	# Req'd	Remarks
Rear Hubs	5/16 BSF	straight	2	N/A if sealed bearing installed
Steering				
Front Spring Pin	5/16 BSF	straight	2	
Front King Pins	5/16 BSF	35 degrees	4	
Tie Rod Ends	5/16 BSF	67 ½ degrees	2	
Drag Link End	5/16 BSF	90 degrees	2	
Steering Box Cover	5/16 BSF	straight	1	N/A if Tompkins kit installed
Water Pump	5/16 BSF	straight	1	
Tach drive Rev Counter	2 BA	straight	1	(some)
	¼ BSF	Straight	1	(some)
	¼ BSF	45 degree	1	(some)

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## FITTING BUSHES TO THE BISHOP CAM STEERING BOX

*(I know this subject has been covered before, but here's how John Libbert in Ohio tackled the job).*

When I purchased my 1947 TC basket case in 1991 one of the first things I noticed was the inability to steer the car onto the trailer. It had sat outside for a short period of time but it was long enough to let the Bishop Cam steering box fill with water and develop enough rust to make movement almost impossible. As soon as possible I removed the steering box and drained the water from it. It looked like the worm and sector shaft were beyond repair.

At this time I knew nothing about replacing the BC with Datsun or VW steering boxes. The logical choice was to rebuild this box so the search was on to find replacement parts.

In time I was able to buy a complete BC steering box and column. It appeared to have been rebuilt with a new worm with integral shaft and a new sector shaft. The box also had sector shaft bushings installed but was not machined for an oil seal at the bottom end of the shaft. Closer examination revealed the peg in the sector shaft would rotate in its hole. This fact brought the project to a halt while I decided how I would proceed.

In the ensuing years I bought Mike Sherrell's "TCs Forever", joined the Octagon Car Club, the mg-tabc internet forum and of course the MGCC T Register and I determined that I wanted to retain the BC box.

A couple of years ago I had an opportunity to buy a new sector shaft at a discounted price. Soon after that, the excellent steel backed bushes were made available by John James so I purchased a set of those. Everything was falling into place and now I had all the items necessary to rebuild the BC box so it was time to form a plan to get this done.

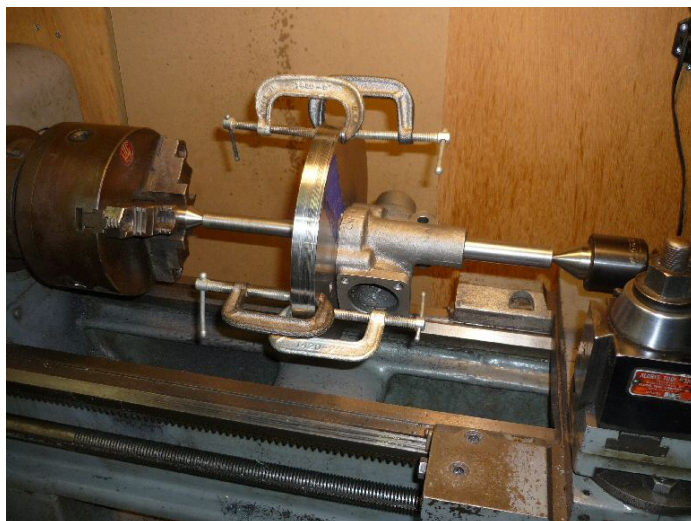
The simplest way to machine the box for the bushings is on a milling machine but as I don't have one I decided to see if it could be done on an engine lathe which I do have. I like to do as much of the restoration work myself so I must decide if it is better to do this myself or to pay to have this done at a machine shop.

The main issue with doing this on the lathe is that the steering column tube must be removed. As there were no signs of the column tube being welded to the box I made the decision to do the work myself.

The first thing I did was to make a tool that fitted the I.D. of the tube and had an O.D. slightly smaller than the tube O.D. to drive the tube out of the box. After a few whacks with a hammer and no visible movement of the tube, a bit of heat was applied to the joint and one more whack with the hammer drove out the tube. It had been soldered in place.

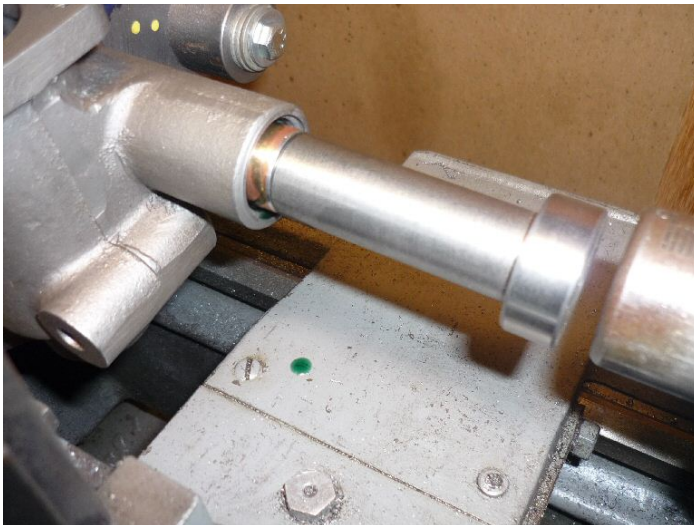
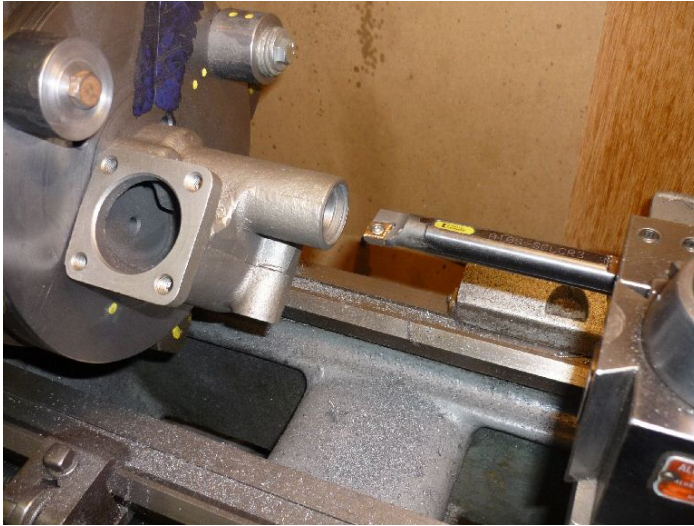


As the top cover face of the box is perpendicular to the sector shaft bore, that would be the best way to mount the box to a plate for machining the sector shaft bore. I used an 8" diameter 3/4" thick disc and turned both faces flat and parallel. A .750" diameter thru hole needs to be made in the center of the plate to locate the sector shaft bore in the center of the plate. Make a 3/4" diameter bar approximately 8" long with centers in each end. Put this shaft in the sector shaft bore, then place the bar through the hole in the plate and trace around the box with a marking pen. Putting the cover plate inside the tracing on the plate, the three holes used to mount the box to the plate can then be marked. Drill three 11/32" holes through the plate for the 5/16" bolts needed to mount the box to the plate.



Once again the 3/4" bar is inserted through the bore and the hole in the plate and three bolts are used to secure the box to the plate. Since most of the box is offset to the axis of the bore, balancing the assembled

box and plate will be required. Turn a center in the lathe chuck and using the tail stock center, place the assembled bar and plate between centers. The heavy side of the plate will naturally swing to the bottom. Attaching and moving several small C clamps opposite the heavy spot, the location for balancing weights can be found. Two holes were then drilled in the plate and the weights made from 2" diameter bar stock were bolted in place. Washers were added as necessary to fine tune the balance.



At this point everything is ready to chuck the plate with the box and weights already in place and true up the bore. Bore through to .873/.874" diameter for the bushings. If a counter bore is needed for a lip seal, now is the time to machine that too. My box already had a 1.000" counter bore .150" deep so I didn't need to do this.

Leave the box mounted on

the plate until the bushes are installed and reamed to size. I had already

made a tool to push the bushings in with the tail stock. After installing the bushings with some green Loctite Seal & Bushing adhesive I waited until the next day to ream the bushings to size for the sector shaft. An adjustable reamer would be the preferred type but a plain reamer will work too.



All that is left to do now is to re-assemble the column tube, fit the bearings, shaft and

worm, sector shaft and adjust the clearances with the shims and covers in the usual fashion.



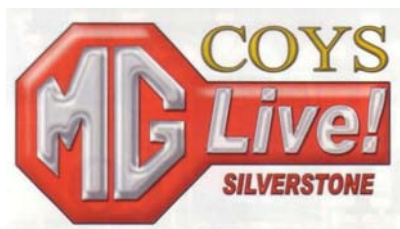
**Ed's Note:** Pictured above left is the re-bushed steering box, ready for re-uniting it with the rest of the 'bits' that make up the steering gear. As a matter of interest I have just removed and dismantled the Bishop Cam steering box on my PB. There was some play in the box – not enough to worry about for the MOT – but I felt that it could do with some attention. I decided to 'splash out' and buy a new sector shaft and drop arm from Sports & Vintage Motors. The total cost was around £250, but what price safety?

The photo, above right is the clutch/brake pedal shaft which John Libbert manufactures. I have bought one of these shafts from John and I am well pleased with it. John's e-mail address is [Jorolibb\(at\)aol.com](mailto:Jorolibb(at)aol.com)

*Totally T-Type, May 2009 19*



## Silverstone 2009 – call for help in the Arena



Bill Silcock has again volunteered to co-ordinate the Arena at Silverstone 2009. 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 (12<sup>th</sup> July)**. 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. Ideally, 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 the Abingdon Works Centre may well need some help with the Gymkhana and as Russ Swift will be doing his driving display so Bill will need help with crowd control.

Bill can be contacted via email [bill.silcock1\(at\)ntlworld.com](mailto:bill.silcock1(at)ntlworld.com) or telephone 01525 750468. Please, please do what you can to help – these events do not run themselves!



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# T-Types and Modern Fuel

The articles in the March issue have sparked some interest!

**Robert Marshall** wrote the following:

"I refer to the articles on Modern Fuels and T-Types in the March 2009 edition:

It is contended that modern fuels burn more slowly than older fuels. If this is so how is that modern engines are capable of much higher revolutions than older engines? (motorcycle engines are capable of 10,000 rpm). At higher revolutions the fuel must surely burn faster for there is less time for it to burn.

Mr Ireland refers to mixing paraffin with petrol for tractor engines. I suggest that there is some confusion here. At one time diesel engines were not very popular for tractors due to their price. Petrol was too expensive to operate on. Thus older tractors had dual fuel engines. They were started on petrol and when hot, switched to TVO. The TVO was fed into the carburettor via a vaporiser fitted to the exhaust manifold. These tractors had two fuel tanks, one for petrol and the other for TVO the petrol tank being small. If the driver failed to switch back to petrol before he switched off, the engine would not start - I know; as a lad I spent about an hour hand swinging a Standard Fordson on a cold morning.

We have run a TD and TF for more years than it is respectable to remember and whilst acknowledging that there can be problems with modern fuel we seem to have avoided vaporisation or other fuel related problems. There is nothing special about our cars except that they have unleaded heads and we have had them tuned by an experienced hand on a rolling road".

**Steve Ashworth (TC3448)** commented as follows:

A few thoughts to add to the most interesting debate about modern fuel and the addition of Kerosene.....

I have just completed a 20 mile blast in the TC at 60mph and then taken out the plugs. They are all milk chocolate-colour which encourages me not to change anything!! I am running a standard XPAG on unleaded fuel without any kerosene. I do not know what my ignition timing advance is as I did not set up the car but it runs extremely well. I am using a fuel additive called Substitute de Plomb with the brand name of Carlube. From the name you will guess that I bought it in France. I saw it in a supermarket at about £5.50 per bottle with each bottle treating 300 litres of fuel (66 gallons or around 2000 miles per bottle) - so I bought seven bottles!!

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Assuming it will keep without going off and losing its efficacy, it should last me between five and seven years!!!

I've attached a photo of my plugs and a picture of the additive. Despite the high Euro we're thinking of going across the channel again this year so I'm going to see if it's still for sale at a reasonable cost. At £5.50 it was around half the price of UK additives and also treats much more fuel.

If you want to publish my comments/photos in "Totally T Type", please feel free. I'm most interested in this subject and will be interested to read what other members think and especially any comments from your engine man.

**Ed's note:** "My engine man" is still most dismissive – muttered something about 'kero' being more abrasive – in fact I'm becoming frightened of broaching the subject with him! Anyhow, here's the photos which Steve sent:



Before we move on to the next letter I have to say that I found Paul Ireland's article in TTT 32 very persuasive.

Now we have an "infiltrator" from the Triple-M Register. He is none other than Mike Hawke to whom I gave a copy of TTT 32 at the last MG Car Club Council meeting. Mike has owned his J2 since 1953 and has competed in it in every event imaginable. As he has said some nice things about TTT and is a Vice-President of the MGCC I will put him on my distribution list!

"Many thanks for letting me see the very impressive magazine "Totally T-Type".

My attention was drawn to the fuel articles because David Heath (TA), Chris Lewis (PB) and I discussed this topic into the small hours at the recent South-Western Centre Dinner.

I find the conclusions and recommendations hard to reconcile with my experience.

"Modern fuels burn more slowly in our engines". If so, how can road-going motor bike engines rev to 13,000 rpm? With slow burning fuel?

My J2 was built with a 5.5:1 compression ratio (later cars had a dizzy compression ratio of 6.2:1). Successive rebore and a couple of head-truing operations have raised the compression ratio to about 6.9:1. So it is a low compression engine by modern standards and probably has a lower compression ratio than most T-Types. Yet I run with the ignition setting well retarded compared to the standard setting which is 20° BTDC static. I set it at 8° BTDC and have always thought that this was necessary because modern fuels burned **faster** than those of seventy years ago. A 20° BTDC setting results in piston slap and all sorts of unpleasant noises from the engine.

"Modern fuels need high compression". My MGF has a compression ratio of 10.5:1, which is probably typical. However, this does not mean that the pressures inside an MGF's cylinders are higher than those in my J2's. Why? The MGF engine is bigger, more powerful and runs in normal traffic conditions on much smaller throttle openings. Only when that throttle is wide open will the higher compression ratio result in higher cylinder pressures. This is a very rare occurrence.

"Modern fuels need high temperatures". Probably correct; but my J2 runs at a radiator temperature of 90° C or more all the time and this seems to be OK. I do have a radiator muff but use it only in cold weather – and once, inadvisably, in a sprint at Brands Hatch.

Instead of 'bastardising' your fuel with paraffin etc, why not go the other way? When you are at MG Car Club Silverstone International this year, pop into the paddock and visit the fuel station there. One pump dispenses 100+ octane fuel. Take some of that on board (not too much, it is about 130p a litre) and see how your car purrs home.

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# Preparing and Presenting Small Parts For Re-chrome Plating – Part 2

Eric Hayes, Australia

As mentioned in **Part 1** (*March '09 TTT*) your precious parts go through many processes from when you leave until you pick them up fully refurbished. Degrease, chrome stripping, nickel stripping, those that need polishing are unwired to enable this to be carried out. When the finish is deemed to be satisfactory the part is wired up again and the final plating process is commenced. Copper plate, nickel plate and the final chrome, with washes in between each process.

This, of course, is only a rough outline of the whole procedure. Some items create problems in the “wiring up”. So the next step is for you to provide the means, so the part can be processed by the staff without a great deal of trouble.



The above two photos show two methods of holding these types of small parts; to the left, two small screws, small in diam. and short in length; to the right are two of the acorn nuts from a TC horn. Both holding jigs are made from small diam. brass rod, say  $\frac{3}{4}$ " in length, and are also useful in the parts during the polishing. It will be noted that the screws are not fully screwed in, to enable the underside of the head to receive some deposit. That portion of the shank screwed into the holder will not receive any deposit, but if wired up in the normal manner there will be a shadow where the wire is in contact.

In the examples at the top of the facing page, the left photo shows the large one legged wing nut that is used to hold the side curtain to the door. The principle is the same as with the acorn nuts, but in practice it is on a larger scale. The photo on the right depicts a method of dealing with very small screws. These are self tappers from the quarter light of an MGB. The same

idea can be used with small threaded screws. The brass strip I used for the self tapping screws is .030" thick, but with threaded screws it needs to be 16 G - .060"



In the final example (*below*) the thread on the item - a knurled knob from an aero screen - although the thread is of reasonable size it is very short, and the knob is heavy. So to ensure the wire does not slip off, a nut screwed on the end of the stud will make sure this does not

occur.

The foregoing gives some general ideas that can be used to hold these difficult parts during plating. Examine every part to see if you can help the electroplater to return you a first class job and with no losses. When considering the best way to hold an item bear in mind that if the supporting wire lays across a surface, there will be a shadow there in the chrome bath ie. there will be a line of nickel where the chrome has not taken.

In the photo in Part 1, showing the selection of parts, the mirror bracket I made myself, and before I bent the arm I drilled and tapped the blind end of the rod so a bolt could be inserted to hang it from during plating. If it had been hung through one of the mounting holes in the base there would have been a line of nickel visible.

Try to think ahead to avoid this if possible.

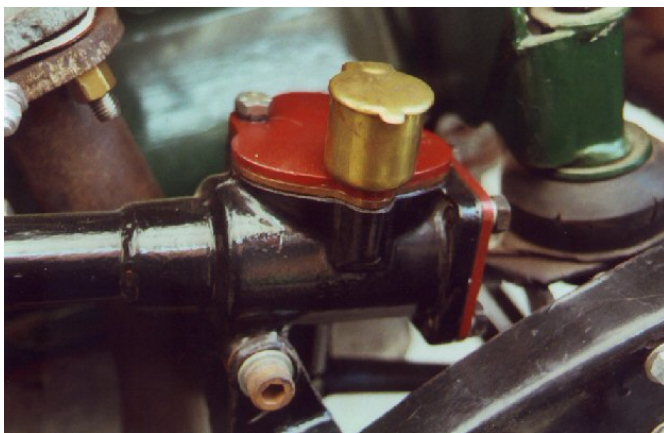
In Part 3, I will attempt to explain the next procedure you can do to help yourself.





## OIL POTS FOR THE BISHOP CAM STEERING BOX

Eric Worpe has managed to obtain a limited supply of these brass oil pots. He has started to modify them so that they can be fitted to the top of the box (as in the photo). The cost is a very reasonable £10 plus postage (if you were to buy



a new one it would cost you at least £28 and then it would need to be modified). The small profit on each oil pot is going to Register funds. Eric is a busy chap as his skills are much in demand, but we hope to have a few oil pots on sale at Silverstone. Please contact the Editor (details are on page 38) to add your name to the list of interested purchasers.

## MPJG OIL FILTER CONVERSIONS

Following the publication of Brian Rainbow's article in the September '08 TTT, Mick Pay has made up a spin on filter unit for his TA. Mick says that it's been on the car for about 4 months and seems to be doing fine. He has since made 2 more which he is offering for sale for £60 or £45 if anyone could locate their own 'A' series filter housing. It would be a straight swap over unit as he has made up a new brass oil pump connection. Bolts and gaskets supplied. Also it will only fit later engines after MPJG 1514. Enquiries to [mg188\(at\)btinternet.com](mailto:mg188(at)btinternet.com)



## 'Emma'



I found it at last, in the pages of a newspaper called *CAR ADVERTISER*. She was a dream come true, my pride and joy for the next five years, 'she' being an MG TF 1500.

It all began one evening way back in 1963 when I was driving out of London in the little

Mini I shared with my sister. The cost of running a car, even a small one, was fairly expensive, even in those days, and the salary I received as an art teacher didn't stretch that far, even though I was still living at home. Anyway, to return to my journey from the Capital; I was happily chugging along the A40 when, drawing up at some traffic lights which had turned to red, I happened to glance across at a car which had also stopped in the lane next to me. What began as a casual glance suddenly became an incredulous stare as I found myself bewitched by a long, slender bonnet, beautifully curved front wings under which sat chrome wired wheels, sparkling in the last rays of the dying sun! Before the lights turned to green, I just had time to notice the wooden dashboard, I think it may have been walnut, which housed the instrument panel. Then, in a matter of seconds, the car had accelerated away into the distance, but not before I had time to read TF 1500 on the side of the bonnet.

It was quite the most beautiful car I had ever seen, apart from the Morgan which up till then had been my dream car.

Although travelling along that same stretch of the A40 many times since that evening, I never had the fortune to see it again, but some time later, walking to start the day's teaching at the school where I worked, I did see another M.G. identical to the first one although in a different colour. The one I had encountered on the way out of London was British Racing Green, this one was painted cream. I remember walking very slowly past it, noting every detail and the same excitement surged through me, whilst the words 'I *must* have a car like this one day!' seemed to impregnate my mind.

In 1965 I left the teaching post and began working in London as a receptionist in an art gallery. The future was looking up; I was sharing a flat

and my salary had increased. From Monday to Friday I lived in London and then at weekends I went home.

Then one day, in the summer of 1965 I went out in the lunch break and bought a copy of the *Car Advertiser* – they called themselves ‘the best paper for all who want to buy or sell cars’ Whilst drinking a cup of coffee, I turned the pages, glancing through the various advertisements, when suddenly, about half way down one page my attention was caught by the words **1955 MG TF1500 Red, excellent condition, £345**. I wasted no time in contacting the garage which was advertising it. Arrangements were made for the vendor to bring it to my address for a test drive.

A few days later, having been for a test drive in the M.G., arranged for the garage to take the Mini in part-exchange, and gone through all the paperwork, exchanged documents, etc. I found myself speeding out of London along the A40, stopping at the very same traffic lights where almost three years before I had fallen in love with this wonderful car called a TF1500! But this time, *I* was the proud and enormously happy owner of my dream car.

For the following five years, I enjoyed carefree motoring in my lovely M.G., during good weather driving with the hood down and feeling the wind blowing through my hair and in the colder, winter months enjoying the snugness of the car under the canvas hood, wrapped up in layers of warm clothing.

I called the car ‘Emma’ as her number-plate was 719 EMF. The name seemed to suit her well. One summer I drove Emma down to Devon and we spent a glorious fortnight exploring the twisting lanes and the hills around Exmoor.

I took her abroad only once and that was to Norway. We travelled across the North Sea to a Norwegian port called Kristiansand and followed an itinerary which had been made out in advance by Fred Olsen, the ferry operators I was travelling with. I carried a few vital spare parts, supplied by the local garage, hoping there would not be any need to use them, and luckily there wasn’t! The weather was good for practically the whole holiday and having driven to the Hardangerfjord and from there further north across a bleak, barren landscape to reach the Sognefjord, I eventually turned and began along drive south, to reach Oslo, having made some overnight stops on the way.

It was there, on the quay in Oslo that Emma befriended another of her ilk. Parked in the lane next to us was a black TF 1500! The owner of the black M.G. and his friend soon struck up an acquaintance and we all met later that evening to indulge in the most delicious smorgasbord I have ever eaten. There were enough fresh prawns to sink the Black Prince, I thought, the Black Prince being the name of the ferry we were travelling on.

Emma and the black MG formed a good and lasting relationship as did their respective owners, the latter even to this day. Graham, the owner, and I married in 1969 and moved to a cottage in Sandford St Martin, Oxfordshire, with both cars. Then, after a year, we decided to keep just one of them, so, Graham's being the most original one and with a better engine than Emma had, was the one we kept. It was a sad day when I said goodbye to Emma. The tears just flowed. She went to a friend of ours living in Bedfordshire but after three years he sold her. However, we discovered only recently, that she is still lives in Bedfordshire, so there is every chance that one day we might draw up at a set of traffic lights only to find an M.G. with the number-plate 719 EMF accelerating into the distance!



## Pat Stubbs

**Ed's Note:** "Emma" is TF9340, a Home Market TF1500 which left the Factory in February 1955, finished in red. It is registered with the 'T' Register as No.1374. It must have had a hard life after Pat's ownership because the present owner bought the car in pieces in 1975. The notes in the Register entry state that the car has had two rebuilds since then. For reasons of the Data Protection Act, we are not able to pass on the details of the current owner to Pat, but I intend sending him a copy of this issue and will ask him to contact her.

The black TF1500 in the photo above is the same car which was parked next to "Emma" on the quay in Oslo. Its number plate is partially obscured by our canine friend; it is 7517 MG, but it was originally registration number 995 DMY. The chassis number is TF9509 and it is registered with the 'T' Register as No. 374. Believe it or not, it left the Factory just over a week after "Emma" and is a Home Market car finished in black.

The photo of "Emma" on page 27 was taken late in the day, somewhere between Sognefjord and Nordfiord, hence the rather dark hue.

# Namrick and an M.G.- A Brief History



It was 1970 when I first bought my MG TA. I had owned a couple of Mini's and motorbikes in my teens but now I was married and money was tight. I was just finishing an engineering apprenticeship with ITT Creed in Brighton, manufacturers of teleprinters - you know, those typewriter machines that are connected to telephone lines.

Anyway the new wife was getting fed up with being a pillion passenger on my Pannonia - don't know where that old bike came from; we decided to look for a small car. We wandered down to a local dealer at Preston Circus in Brighton who had a selection of reasonably priced motors. I don't know now what it was about the MG that interested me, but I took a liking to it. It was obvious even then to the uninitiated that there were lots of unoriginal additions, the main things being dodgy seats, replacement dashboard and headlamps. I've always been a keen restorer of things so maybe that's what appealed to me.

I ran the MG (sorry don't believe in giving my cars a 'girlie name') for just about a year, through all sorts of weather before it gave up on me; a head stud had broken in the block and I just didn't have the time or money to fix it. By that time I had collected a lot of information about the marque and knew that it was a car I wanted to keep to restore at a later date, little did I know how late that date would be.

I was now studying at Brighton Polytechnic for an Electronic Engineering Degree as a mature student, I was only in my twenties but the age gap seemed enormous. I worked very hard for the first three years; it was a four year sandwich course which meant I spent half of the year back at work. The last year I eased off and enjoyed a few more of the student activities, but still managed good results. Needless to say not much was done on the MG.



I dismantled the car and stored the parts all over our new house and garage and it was not until we moved home a few years later that the restoration began. The pressures of family life, work and children, meant that progress was very slow. Most of the spare parts were available through various MG Spares specialists but I would try to source nuts and bolts locally as and when I wanted them. The TA used BSF Nuts and Bolts for most of the body and chassis fixings and although they were available I could only get them in their un-plated form and I didn't want to put anything on my lovely restored car that was going to rust in no time at all.

I was always on the lookout for a business opportunity and I had just finished an electronics contract which had left me with just about £1000 profit. I decided that I would set up a business selling nuts and bolts to like minded enthusiasts, and it would have to be by mail order as there would not be enough local business to support it. With a little research, I invested my hard earned money in a starting stock of Bright Zinc Plated BSF nuts bolts and washers, just three sizes to begin with 1/4", 5/16" and 3/8". I put some small advertisements in the car magazines and started to take a stall at autojumbles within a 50 mile radius of home.

It was never going to be an overnight success, and I continued to work on various contracts, one of them spending two years on oil platforms in the Middle East, whilst the mail order business grew at home, taking over my garage. We continued to take our wares to autojumbles and classic car shows all over the country. The only show we do now is the Beaulieu autojumble in September, as much as they are fun to do, the costs have risen dramatically and carting tons of nuts and bolts around is just too much.

Over the first couple of years we had introduced a larger range of BSF and now had UNF as well as other odds and ends, silicone brake fluid and rubber making products and had a reasonable turnover. It was now time to move out of the garage and find bigger premises; we looked at several shops and eventually decided on the site in Portland Rd in Hove where we are still located today. We sourced some display racking, made a counter and set up shop. Business was bound to be slow to start with, we didn't expect anything else.

We slowly became known locally and always tried to source new products to satisfy demand, introducing new products whenever we could afford to. The steady flow of mail order helped support the shop and eventually I was able to devote myself full time to the business and get back to restoring my MG.

I had managed over the years to get to a rolling chassis with the engine fitted and decided to make a last ditch effort to finish of the project. Over a two year period I fitted the body using new wings, I empanelled the tub

myself onto a mixture of bought and made ash frame parts. The bonnet had to be replaced, only then did I notice the bump in the side for the dynamo was in the wrong place? I learnt how to spray and using a mixture of Fiat and Renault cellulose colours painted the car in two tone pale blue.

First back on the road in 1998 it had taken me over 25 years to complete, but I was always going to finish it. The engine has given me trouble; I have always wanted to stick with the MPJG engine and I am on my third block since the rebuild, let's hope this one lasts. I have not been able to get the car on the road this year unfortunately, new MOT regulations for indicators on post 1936 cars have meant I can't get an MOT until I fit them. I am still contemplating what to do? May have to put in a new wiring loom, don't want to run loose wires all over, what next?

The pace of change has been quite rapid in the last few years with respect to nuts and bolts. China and the Far East is a growing user of steel and produce a major proportion of world production in fasteners. The UK manufacture of the old BSF/BSW and BA is in rapid decline and it has become more difficult to maintain stocks, UNF/UNC are still readily available although steel prices are a large influence.

With the rise of the Internet every one with a computer seems to want to set up a fastener business these days, but with our experience and dedication to maintain the old stocks I think we can hold out a good few years yet.

**Steve Trigwell**



**Steve's TA (TA0885) – it's on the 'T' Register as No. 655**

# The MG Wiring Colour Code

The automotive wiring colour code that we know today was invented around 1936. I believe the company that invented and maintained it was Ripaults, not Lucas. Ripaults Cables Ltd is a long-established manufacturer of automotive cable and wiring looms in the UK.

The Ripaults colour code quickly became the de facto standard in the UK. Each colour was denoted by a unique letter, and some letters were reserved for other purposes. MG did follow the colour code, but unfortunately they did not use the letters on their wiring diagrams until 1962, staying with an earlier system where the wiring diagram used numbers and a cross-reference table was required.

Different codes were followed in other countries, and many cars sold in the UK used the German code, particularly VW. Ford cars could have either UK or German looms, depending on where they were built.

## Reserved letters

A = Ammeter

D = Dynamo

E = Earth

F = Field coils

L = Light or Lights (as in head light, and also light green!)

## Colours

B = Black

R = Red

O = Orange

W = White

N = brown

U = blue

G = Green

P = Purple

Y = Yellow

The only significant change to the colour code was around 1955, when the primary colour Yellow was changed to Brown. Secondary colours were not changed at that time, so Yellow with a Red stripe became Brown with a Red stripe, etc. The special cases were:

- Plain Yellow became Brown with a Yellow stripe, and
- Yellow with a Brown stripe became plain Brown.

MG continued to use Yellow on the TF and all the MGAs, only changing to Brown when they introduced the MGB in 1962.

At some time, the primary colour of Purple was introduced for those wires that were fused (A1-A2) and permanently live (e.g. the horn circuit). The timing of this change is unclear, because some TDs used the new colour code, although the TF and the MGA did not.

Since then, new colours have been added to the system, notably Light Green (LG), Slate grey (S), Pink (K) and Orange (O). There is one light green wire in

the TF loom. I assume that Ripaults chose S for Slate grey because they had already used G, R, E and Y.

The first table (following) shows the meaning of the primary colour. For example, all white wires are part of the ignition circuit, they are not fused, and they are switched via the ignition switch

### Primary Colour Code

Primary Colour	Code	Use	Fused	Switched
White	W	A3 - Ignition & Fuel pump	no	Ignition
Black	B	Earth	no	no
Brown	N	Charging circuit	no *	no
Yellow	Y	Charging circuit	no	no
Blue	U	Headlights	no	Headlight switch
Red	R	Sidelights	no	Sidelight switch
Green	G	A4 – brake lights, wiper motor & heater	A3-A4	Ignition
Purple	P	A2 – horns & courtesy lights	A1-A2	no

\* some brown wires are fused prior to the introduction of purple

The second table (following) shows most of the wires in the TF loom, including those with a stripe. For example, the wire between the distributor and the coil should be white with a black stripe, coded WB.

### Full Colour Code (TF)

Primary Colour	Colour Code	Lucas lettering	Use
Black	B	E	Earth
Brown	N		Battery to ammeter
			Battery to fuse box A1
	NU	A1	Light switch to regulator A1
	NW	A	Ammeter to regulator A
	NG	A2	Fuse box A2 to horns
	NB		Horns to horn button
Yellow	Y	D	Dynamo D to regulator D
			Ignition warning light to regulator D
	YG	F	Dynamo F to regulator F
Blue	B	S2	Light switch to dip switch
	BW		Dip switch to headlamp main beam
			Dip switch to headlamp warning light
	BR		Dip switch to headlamp dipped beam

Red	R	S1	Light switch to sidelights
			Light switch to number plate light
			Light switch to panel light switch
			Light switch to fog light switch
	RW		Panel light switch to panel lights
White	W	A3	Ignition switch to coil SW
			Ignition switch to fuse box A3
			Ignition switch to ignition warning light
	WP *		Rear Nearside turn indicator & brake light
	WN *		Rear Offside turn indicator & brake light
	WB	CB	Coil to distributor contact breaker
Green	G	A4	Fuse box A4 to turn indicator switch
			Fuse box A4 to turn indicator relay
			Fuse box A4 to wiper motor switch
			Fuse box A4 to petrol warning light
			Fuse box A4 to accessories (e.g. heater)
			Fuse box A4 to brake light switch
	GP		Brake light switch to turn indicator relay
	GB		Petrol tank sender to petrol warning light
	GR		Front Nearside turn indicator
	GW		Front Offside turn indicator

\* I know they are white, but logically they should have been green

#### Full Colour Code (TC and TD)

Primary Colour	Colour Code	Lucas lettering	Use
Black	B	E	Earth
Brown	N		Battery to ammeter
		A1	Battery to separate fuse box A1
	NU	A1	Light switch to regulator A1
	NW	A	Ammeter to regulator A
	NG *	A2	Fuse box A2 to horns
	NB *		Horns to horn button
Yellow	Y	D	Dynamo D to regulator D
			Ignition warning light to regulator D
	YG	F	Dynamo F to regulator F
Blue	B	S2	Light switch to dip switch
	BW		Dip switch to headlamp main beam



			Dip switch to headlamp warning light
	BR		Dip switch to headlamp dipped beam
Red	R	S1	Light switch to sidelights
			Light switch to number plate light
			Light switch to panel light switch
			Light switch to fog light switch
	RW		Panel light switch to panel lights
White	W	A3	Ignition switch to coil SW
			Ignition switch to fuse box A3
			Ignition switch to ignition warning light
	WB	CB	Coil to distributor contact breaker
Green	G	A4	Fuse box A4 to turn indicator switch
			Fuse box A4 to turn indicator relay
			Fuse box A4 to wiper motor switch
			Fuse box A4 to petrol warning light
			Fuse box A4 to accessories (e.g. heater)
			Fuse box A4 to brake light switch
	GP		Brake light switch to brake lights
	GB		Petrol tank sender to petrol warning light
	GR		Front nearside turn indicator
	GW		Front offside turn indicator
Purple *	P	A2	Fuse box A2 to horns
	PB		Horns to horn button

\* Some TD looms used purple, most used brown

**Barrie Jones, Technical Secretary, TD/TF**

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## **Editor's Jottings & Spares News**

### **TTT – Publishing Dates**

You have probably noticed that this issue has reached you far earlier than usual. This is because I would like to get ahead of myself (for a change!) and finish the July issue early so that I can bring it to Silverstone and save some postage.

### **CD of Issues 1-33**

Another reason for getting this issue out early is so that it can be incorporated in the CD of Issues 1-33. As I write this on 15<sup>th</sup> April it is but a week away before my *guru* departs for India and there is still much to do. If all goes to plan,

the CD should be on sale from 1<sup>st</sup> May and should be available at Silverstone. The price will be decided at the Committee meeting on 26<sup>th</sup> April, but, like all our offerings, it will be reasonable (I have £5 or £6 in my mind, but don't hold me to it!) As the CD will be largely "burnt to order" it would be helpful to let me know if you want one (my details are on page 38).

Just a brief 'commercial' for the CD: On opening it, Issues 1-33 will be displayed as "miniature TTTs" and if you click on one of them it will open the issue. The CD will incorporate both a fully searchable index and Stewart Penfound's technical index, which he maintains with each new TTT issue.

### **Dealings with Suppliers**

The July issue will repeat some advice given in one of the early issues of TTT on dealings with suppliers. In the main this will cover work on your car when you have entrusted it to a company, large or small. It will also cover commission sales of cars.

### **New Spares**

Barrie Jones has asked me to let you know that he will have a stock of his poly bushes at Silverstone on the Saturday (they can be obtained from the Register stand).

#### **Polyurethane Bushes (dark blue)**

Kit	Fits	Quantity	Price
Lower front bush	TD TF MGA MGB	4	£20.00
Rear spring shackle bushes	TD TF MGA MGB	8	£14.00
Small shackle bushes	TC	12	£21.00
Rear spring pad	TD TF	4	£16.00

#### **All prices include UK postage**

Also available at Silverstone will be the new spares advertised on pages 34/35 of January's TTT, except that all the stub axle pins have now been sold and there is a £5 increase on the kingpin sets (a new batch is currently being made).

I've spoken to Roger Furneaux to confirm his attendance at Silverstone. I've told him that I will be bringing along a 200 metre ball of string, one end of which will be attached to him. As a man much in demand at Silverstone, I will then be able to retrieve him when anybody asks for him at the Register stand!

### **TD/TF Brake Drums**

Demand has not been very high, but on the other hand it is probably unfair to get you to express an interest when you don't know how much they will cost! So the next move is to get a quote and let you have an indicative price.

**And finally!** If you want a good day out on 14<sup>th</sup> June why not come along to the Filkins Classic Car Show and Village Gardens Open Day? Details of the event were given on page 37 of the March TTT. I'm going!

*Totally T-Type, May 2009 37*

# ***T REGISTER COMMITTEE 2009***

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